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ON SUNDAY, THE 14th JUNE, 1931
S.S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 A.M., and from MACAO at 4.00 P.M.

Note.—All Steamship Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

To-day.

(June 8.)

Rotary Club Tiffin. Speaker: Mr. J. D. Butcher on "Electricity."
Sanitary Board Meeting, 4.15 p.m.

Motor Cycle Trial, Committee Meeting, Lane, Crawford's, 9.15 p.m.

Hong Kong Football Association, Council Meeting, 5.30 p.m.
Queen's Theatre: "The Show of Shows."

World Theatre: "The Sky Hawk."
Star Theatre: "The Arizona Kid."

Central Theatre: "The Broadway Hoofers."

Majestic Theatre: "Part Time Wife."
King's Theatre: "Along Came Youth."

Dances: Tea Dance at Hong Kong Hotel; Dinner Dances, Hong Kong Hotel and Peninsula Hotel.

European Mail.—Inward: Europe via Siberia (Porthos). Outward: Europe via Siberia (Taiyo Maru) 8.30 a.m.; Europe via Marseilles (Porthos) 1.30 p.m.; Europe via Siberia (Aloha II.) 2.30 p.m.

Wednesday.

(June 10.)

Auctions: Sale of Chinese Paintings, China Auction Rooms, 2.30 p.m.; Pony Roup, Jockey Club Stables, 5.15 p.m.

Tennis:—"B" Division: K.C.C. v. Recreio, I.R.C. v. M.B.K., A.T.C. v. H.K.C.C., C.S.C.C. v. University, S.C.A.A. v. O.R.C., C.C.C. v. U.S.R.C. "C" Division: C.R.C. v. Y.M.C.A., R.S.C. v. H.K.C.C., K.I.T.C. v. University, K.C.C. v. D.K., I.R.C. v. S.C.A.A. Water Polo.—1st Division: V.R.C. v. C.B.C.; 2nd Division: R.A. v. Kowloon "B".
Queen's Theatre: "The Show of Shows."

World Theatre: "The Sky Hawk."

Star Theatre: "The Arizona Kid."

King's Theatre: "Laughter."

Majestic Theatre: "The Vagabond Lover."

Dances: Tea Dances at Hong Kong Hotel and King's Restaurant; Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.

European Mail.—Outward: Europe via Marseilles (Sarpedon) 10.20 a.m.; Europe via Siberia (Pres. Wilson) 6 p.m.

Thursday.

(June 11.)

St. Barnabas.
Queen's Theatre: "The Show of Shows."

King's Theatre: "Laughter."

World Theatre: "The Cock-Eyed Star."

Star Theatre: "Wild Company."

Majestic Theatre: "The Vagabond Lover."

Dances: Tea Dances, H.K. Hotel; Dinner Dances, Hong Kong Hotel and Peninsula Hotel.

WHEN WE ARE ALONE!

WHAT WOMEN TALK ABOUT AFTER DINNER.

WOMAN NOVELIST'S AMUSING CYNICISMS.

Only one variety of male—and he the proudly mute of his kind—ever penetrates the mystery of what women talk about after dinner when they have left the men, writes Mrs. E. Arnot Robertson, a very clever, and very cynical young lady, who has written some highly entertaining books. The trusted manservant overhears a little while he hands round coffee, but professional etiquette sees to it that the secrets of the pantry are as safe from the curious outside world as those of the confessional and the consulting room.

So that the unprivileged majority of men can only wonder, for nearly every woman grows vague when questioned on this subject. As a rule, her reply is, "Oh—just—well, all sorts of things," unless she is of the type that turns sex-patriotic on the least provocation, and then she answers almost invariably, "We talk just as intelligently as we do, when you're there. Or better! And about the same sort of things."

Apparently there is some kind of freemasonry among women here, an unspoken agreement to keep the mystery, for both these replies are equally wide of the truth—which, incidentally, I have never yet seen stated.

Conversation Run Cold.

Conversation among women waiting for the return of the men is curiously limited in range; and its quality, on nine occasions out of ten, leads one to wonder why the same charming looking creatures, who were interesting in the dining-room just now, should have suddenly become inane in the drawing-room, only ten minutes later. At any time of the day it is noticeable that many women who can maintain a good conversation started by men are strangely incapable of inaugurating an interesting one of their own, but they can generally amuse each other well enough at an all-woman party.

There is, however, something about this brief interval of segregation, in a room which has had time to go conversationally cold

during dinner, which puts the most socially accomplished of her stroke. Too short for an abruptly-made denuded company to acquire the hen's-eye-view, it also seems too long—much, much too long, in fact—for the sort of talk that fills it.

Now is the dreadful moment when the hostess attaches herself to any of her guests who do things and attempts to draw them out by leading questions. These are almost certain to be the kind of queries to which any reply makes the speaker look about equally silly.

Women doctors are asked with simulated interest whether the sight of blood does not make them feel squeamish during operations. Every woman doctor of my acquaintance is asked that at least once a fortnight. For any musician who happens to be present the inevitable question is whether they compose when sitting at the piano—"or do you just get the idea in your head and then work it out on paper? Some people do, don't they? I think that's wonderful!"

Babies and Servants.

If one of the guests is an artist the formula is, "Do you imagine beforehand exactly what you are going to paint, or do the details come to you as you go along?" And the equivalent for writers runs, "How do you get your inspiration? Do your ideas just come to you at odd moments, or do you have definite hours set apart for working?"

This last particularly unanswerable question seems (but I may be a bit biased about this) to be put even more often than the others probably because every hostess, though she may not be sure of her footing in music and art, feels competent to talk about books.

I have not yet met any writers who enjoyed talking about the technicalities of their work with non-writers, or any hostesses who, knowing this, could yet keep off the subject. "The trouble with no, thanks, no cream; too fattening—Aldous Huxley, don't (Continued on Page 6.)

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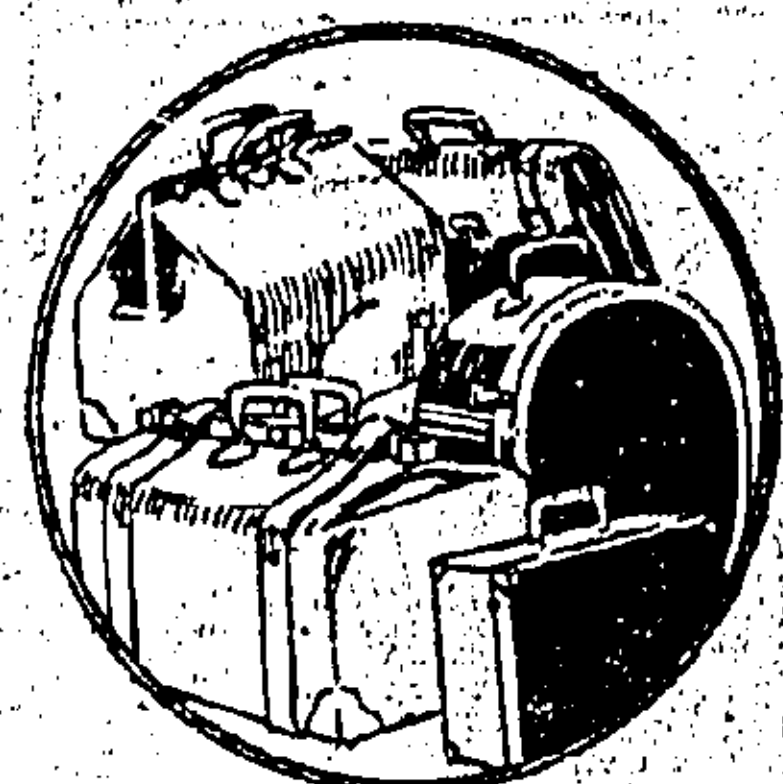
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Long Beans

Blanco Mango and Prunes

Fruit, Tea or Coffee

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YOUR MOTOR-CYCLE.

HOW NOT TO GET THE BEST OUT OF IT.

[By "THE CYNIC".]

Always, when about to start your engine from cold, prime it with a liberal dose of petrol; this destroys the oil film on the cylinder walls and piston faces, and is a short cut to a distorted cylinder and a peach of a seizure!

Immediately the engine fires, warm it up by racing it flat out with the ignition fully retarded and the air as nearly shut off as possible; some engines are so rottenly made that this may also result in a seizure if you keep it up for about ten minutes without a break, especially if you omit to turn the oil on before starting.

If you faithfully adhere to the above instructions you need not read any more of this article, but had better save your time for the perusal of the garage repair bill; you may find it more interesting.

It may happen, however, that in a moment of forgetfulness you omitted to do something that a more experienced wrecker of engines would have done as a matter of habit, and at the end of ten minutes of this warming-up process the engine shows no signs of an early demise. In the event of such being the case, the best thing to do is to crush the gear lever into first gear whilst the engine is revving at about two thousand a minute, without bothering about the tenacity clutch lever. If this doesn't cause the gear-box to spread itself over the adjacent landscape, in an even layer of jangled metal, you will know that the dogs have flatly refused to fraternise under such conditions, and it will be necessary to take out the clutch before you can move the gear-lever. You should then race the engine and let in the clutch as abruptly as possible.

Having picked yourself up and ascertained that no bones are broken, you can walk over to the machine and wheel it to a garage, here no doubt a purely nominal charge will be made for the necessary repairs.

How to Change Up!

If by any chance something should go wrong with the above process, and at the end of it you find yourself still on the machine and on the move, you should proceed to change up in the following way. Do not in any circumstances rev the engine up in bottom gear before changing into second, as that is the kind of thing riders do at Brooklands, where they know nothing about riding motor-cycles, and you must not pay any attention to the way they ride. It is much better to have the machine travelling at about five miles per hour when you change up into second, as in that way you will get plenty of starting practice, to say nothing of exercise. When you have tired of thrilling the onlookers with your brilliant riding, try accelerating up in bottom until the engine is revving fast but not peaking, and using the clutch of a change; you will find that passing riders will ridicule such a commonplace way of changing gear, but do not be perturbed, because you can still have lots of fun getting from first to second and second to top. You can, for instance, keep the clutch out until the machine has lost practically all road speed, meanwhile keeping the throttle wide open, and then just slip your finger off the clutch lever and let it jump into engagement of its own accord. Always remember to relax your muscles as you fall off; by some strange freak of fate, you eventually find yourself travelling at a reasonable speed in top gear, begin immediately to observe the following rules.

Never change down for a hill. The strange clanking noise which emanates from the engine when you are nearing the top of a stiff hill you are skillfully climbing at about ten miles an hour in top gear is merely engine language for "Excelsior!"

Never turn on extra oil when indulging in a burst of speed on the main road, as this will increase your oil bill, and it is weak to humour an oil-greedy engine; the engine may conceivably object to this sort of treatment, but that is the maker's business, and you are above that sort of thing anyway.

Some Golden Rules.

Always apply your brakes suddenly, if only for the purpose of showing the tyre people that their products are no good anyway.

Always accelerate violently, as it is much better to stretch the driving chains to their limit early in their lives, for you will then have to take out a couple of links, which will surely come in useful one day.

Never use the front brake; the stories you have heard about old-time pedal cyclists "going over the top" are all true, and that was only about ten years ago anyway.

Never get into the habit of using the ignition and air levers on the handle bars, as when the Bowden cables break or the levers themselves are in some way put out of action the handle-bars will have a strange feeling to you. It may be that one day you will awaken to the fact that your machine is in need of a little garage attention; this is a most satisfactory state of affairs, and you must not be weak and be moved by the agonised screams of an engine in torment, and sacrifice a couple of days' riding whilst the machine lies idle in the garage; it is far better to ride it until it falls to pieces under you, for then you can have lots of fun telling everyone what a rotten bike it was, and writing vituperous letters to the manufacturers, so that an innocent tester with a wife and kids to support on about fifty shillings a week is fired for deliberately ruining a machine before passing it on to the purchaser. You might, with your academic knowledge of motor-cycle and how they should be ridden, even get his job. As I said, YOU MIGHT!

NO-TROUBLE GEARS.

MORE "PUSH-A-BUTTON" CARS.

BRITISH MODEL WITH CHOICE OF ENGINE.

Motor-car design never stands still—almost every month sees a new development.

In the early days only engines and transmission seemed to matter to designers. Then they tackled the appearance of the car, later drivers' comfort, and lastly passengers' comfort. Now we seem to have gone back to transmission again, but from the angle of comfort.

There are in Coventry alone two makers with experimental cars fitted with automatic gear change devices, in addition to the firms which adopted the idea 18 months ago. Other firms are also nibbling at "no trouble" gears.

It is pleasant to know that makers are at last listening to the right note, that of the unmechanical family man and traveller who finds normal gear changing a bugbear notwithstanding, "silent thirds" and the improved ease of changing.

Two events recently give evidence of makers' accelerated consideration of drivers' and passengers' requirements in cars. One was the launching of the new Hillman with a choice of a 16 or 21 h.p. engine, and the other the further development of the Italian *Sporgi* automatic gear, which was discovered more than two years ago.

The New Hillman.

In regard to the new Hillman there is one most interesting point. It is the first time a British firm has planned a model for home and overseas use with the choice of a 16 h.p. or a 21 h.p. power unit. The 21 h.p. is, of course, the export model.

The writer spent some hours with the models and there is no question that a splendid and well thought-out effort has been made to produce a car which embodies features to meet the age-old criticisms of British cars by buyers abroad.

Simplicity in the chassis and utility and comfort in the body form the keynote of the design. The wheelbase of 9ft. 3in. is comparatively short, but the track is full width, 4ft. 8in., and the power-to-weight ratio of the 21 h.p. steel body saloon gives it a lively performance.

The body is one of the roomiest marketed. The front seat is so wide that three could use it without incommencing the driver, and recesses over the wheel arches give pronounced elbow room for the passengers at the back.

One splendid feature is ventilation and the complete absence of fumes. The springing of the car is good in design and action.

Road Performance.

All complication has been eliminated from the brake mechanism, and while no compensation is incorporated the adjustment is of the simplest—one for each brake. Other "convenience" features are chassis lubrication reduced to 14 points where a grease gun must be used; oil can be drained from the crankcase by opening a tap in the side of the sump, and the water-cooling system can be emptied by two taps, one at the bottom water joint and the other in the base of the pump.

Two secondary features are interesting. The shape of the water jacket of the cylinder head prevents the formation of steam pockets in the cooling when the car is climbing a steep gradient. The running of the engine is almost as good on low grades of fuel as on the best quality.

In road performance the acceleration of the 21 h.p. is above the average, the car will travel from a 10 to 70 m.p.h. on top gear and responds splendidly to accelerator movement; the engine is pleasantly quiet; the car's cruising speed is between 48-50 m.p.h.; driving comfort is of high rank; and hill climbing unquestionably good.

Shock Eliminated.

The Salerni transmission has progressed far in two years. It is now a four-speed gearbox of epicycloidal type, with the coupling or synchronising device and a torque transmittor, which performs something like our old friend, the fluid flywheel. All the ratios of the gearbox, including the reverse, are selected automatically and without shock by the movement of a short lever on the steering. The epicycloidal Salerni differs from other epicycloids, for each gear is selected not by brake bands and friction clutches but by engagement of "dogs" in a positive way. Jerk, snatch and possible damage are all avoided in selection.

(Continued on next Column.)

NEW A.A. ROUTE MAPS FOR ENGLAND.

FOR LOCAL MEMBERS OF A.A.

We have received from the Secretary of the Hong Kong Automobile Association a specimen copy of the new A.A. map-routes. A staff of 40 A.A. experts has been working "quietly, steadily, intensely" and the result is "A Revolution in Routes" so that the A.A. member should have the best and quickest service. The new A.A. map-routes are now available and applications from members are invited.

The specimen copy in question is being issued free of charge to members. It describes new routes from Windsor to Berkhamsted, from Kingston-on-Thames to Windsor and from Hyde Park corner to Kingston-on-Thames.

We also take this opportunity to remind readers that members of the local Association can join the Home one on very favourable terms.

Actually Salerni has applied the simple action of the normal back axle differential to the gearbox. No skill is needed in gear changing and there is no danger of missing a gear by waiting too long or accelerating over-much. Once the driver puts the lever on the steering wheel into position the gear goes home.

Test Success.

The most salient points in the coupling and gear are that acceleration is not affected, all the trouble is taken out of gear changing, the driver cannot make a noise or cause gear damage in changing and the gears are always silent. In changing it is not necessary to declutch as with other automatics. Except for starting from rest a clutch is unnecessary.

There certainly appears to be much to support the claim that so far as simplicity of making is concerned it is in advance of contemporaries. There are fewer parts than in other systems and its weight is less.

A test car fitted with the device was a success, though it has not yet reached a finally developed stage. Changes were made up and down with complete ease without declutching. The three devices are ingenious yet simple and it is difficult to see how they can be other than durable and reliable.

NOISES BURIED IN RUBBER CASINGS.

SOME OLDSMOBILE INNOVATIONS.

Noise is relative. If the loudest and most apparent noise made by an automobile is eliminated the next loudest sound commands attention. When the operation of an engine is quieted, a hitherto unheard body noise will likely be noticed.

This year, however, the Oldsmobile engineers believe they have corralled most of the sounds and buried them in rubber casings. This has been accomplished by seeking out every noise, sometimes using a stethoscope, locating its cause and then finding a cure.

The hiss and roar of air rushing into the carburetor has been quieted by means of a combined air cleaner and silencer. A torsional vibration dampener mounted on the crankshaft has taken out a potential source of engine noise. Even the fan has been redesigned to supply air in a noiseless manner.

Chasing, grinding gears brought the engineers to one of their big problems. The answer they produced was the synchro-mesh transmission with a quiet second gear. This shifts from first to second, second to high and from high back to second without a murmur. After that, designing rubber pads to be placed between the springs and rear axle, a fabric front universal joint and new rubber engine mountings was comparatively easy.

Better Body Design.

A new type of body construction was designed which produces more strength and greatly reduces the possibility of noises developing even after a car has been driven over the roughest roads.

Noise is transmitted into the body from the road, so they proceeded to insulate the body against these sounds. Heavy fabric forms the base of this insulation. It extends over the floor boards while the partition between the front compartment and engine is completely insulated.

Necessary openings through this insulation, to permit the use of the operating pedals and for the steering wheel, are closed completely as a further guard against the entry of outside noise by live rubber guards.

HAVE YOU SEEN THEM?

THE new Fiats are worth seeing for their beauty alone, but to drive are a real joy.



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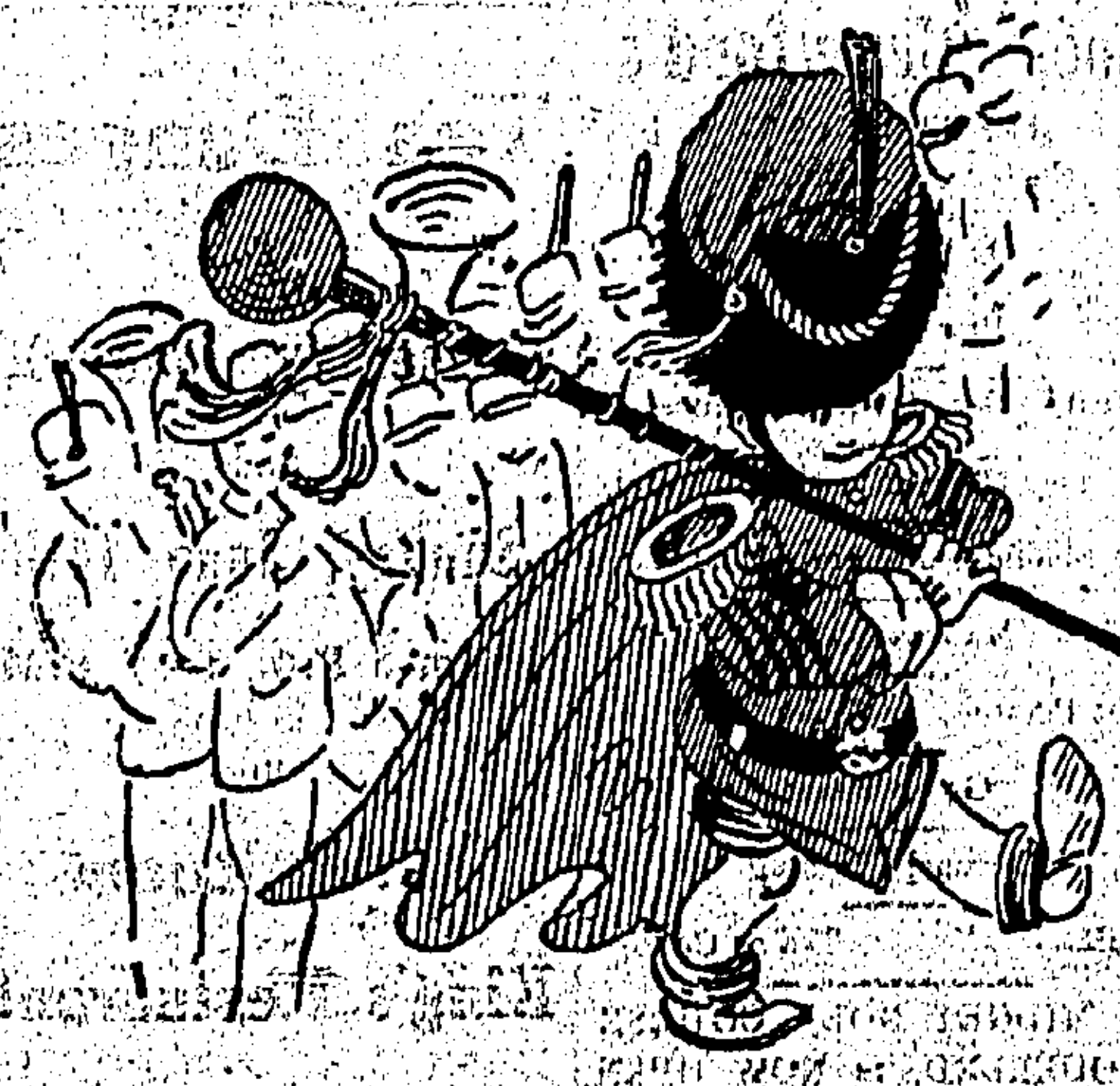
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NEW ROYAL CARS.

THREE FOR THE KING: TWO FOR QUEEN.

The five new Daimler cars for the King and Queen have now been delivered at Windsor Castle; all the cars are fitted with "Double-six" engines and the new Daimler transmission, incorporating fluid flywheel and self-changing fluid box, is employed.

There are two limousines and a brougham for the King and a limousine and a brougham for the Queen, the coachwork in all cases being by Hooper. Four of the cars are painted in the Royal colours of scarlet and maroon, while the Queen's private car is painted green. The limousines are fitted with armchair seats and Triplex safety glass, is employed throughout.

WHERE GRAVITY FAILS.

IN BONNIE SCOTLAND.

For a strange sensation a visit should be made to the Ayrshire coast for the purpose of experiencing the inexplicable feat of travelling against gravity without any form of motive power. The sophisticated or credulous will remark in a superior manner of optical illusion, but this is not a case of a marble apparently running up a table in a house where the walls are out of the perpendicular owing to subsidences. The experiment is made on an open road close to the sea shore and away from high banks or surrounding undulations which might tend to form a means of deception.

Travelling from Ayr, along the coast road to Turnberry, passing the picturesque Brig o' Doon, when in itself repays any length of journey for a visit, the car should be stopped and the engine switched off. Fifty yards past the ninth milestone from Ayr. On releasing the brakes, which will have been used to arrest the progress of the car, the driver will find he is proceeding backwards up hill without any apparent reason, and with slightly increasing speed, until the milestone is again reached.

The local drivers say the extraordinary non-observance of the laws of gravity is due to ground magnetic or electrical disturbances, and such a vague reason will perhaps satisfy the astonished tourist who is curious enough to verify the uncanny phenomenon.

[Reprinted from the C.S.M.A. Gazette, the Journal of the Service Motoring Association.]

PRINCE'S BUS RIDE.

BRITISH VEHICLES FOR PERU.

It was in an A.E.C. vehicle in Peru that the Prince of Wales took his first ride in a public-service bus. The vehicle was one operated by the Metropolitan Bus Co. of Lima and the occasion was when the Prince was on his way to open the British Empire Trade Exhibition at Buenos Aires.

H.R.H. questioned the manager of the company concerning the adaptability of the British bus to the traffic of Lima and it was satisfactory to learn that it had shown itself well adapted to the peculiarities of the local streets and had created an excellent impression by its appearance, smoothness of running and the strength and simplicity of its mechanical features.

LABORATORY TESTS FOR DRIVERS.

REACTIONS ELECTRICALLY RECORDED.

A new invention for testing would-be drivers of big road transport undertakings and private motorists with little experience is receiving the attention of insurance company experts in Britain.

Dr. G. H. Miles, of the National Institute of Industrial Psychology, has worked, with others, on the invention for a year.

Briefly (writes an *Evening Standard* representative, to whom the apparatus was demonstrated) the main principle of the invention is this:

One sits in a dummy car in the laboratory, takes the steering wheel, puts one foot on the accelerator pedal and, looking through the windscreen, sees a normal-looking road sweeping towards the radiator.

Everything is exactly as it looks on the open road.

The road bends left and one steers left. Churches, hedges, ponds, cows in fields—all glide past as if one was riding in a car.

Buzzing Sound.

I took the driving seat, and, on allowing the near side of the car to touch the curb, was startled by a loud buzzing sound. I then ran on to a common, and pulled up within two feet of a cow, backed away, and bumped—the car actually jolted under me on to the road again.

Of course, it is an illusion. The place of the windscreen is taken by a screen, on which, from behind, the image is projected by an ingenious device which makes use of light and shadow in a remarkable manner.

When the final model, now being constructed, is finished, the sensation to the novice will be extremely realistic.

A wind current into the face of the driver is to be arranged, the car will tip sideways if corners are taken too fast, fog-driving will be provided for, and cars (on the image) appear suddenly from side turnings.

"A complete record," said an official of the institute, "of the driver's reaction will be electrically recorded."

"The line he took over the road will be traced. His speed will be measured. The number of times he cut a corner, or touched a curb, will be laid before him. Even the time, in thousandths of a second, in which his foot moved from accelerator to brake pedal will not be forgotten."

SOME OF THE STUNTS.

ON A VERTICAL ROAD.

The "Wall of Death" in which daring motor cyclists ride round the vertical sides of a huge cylinder has been quite a well known side-show for some time past, but its latest development has now appeared. In this a car is driven round the inside of the cylinder and the impression of speed given to the spectators is terrific.

A Triumph Gnat chassis with a single seat is used for this performance, the driver employing second gear and driving "flat out."

On the subject of "stunts," at a recent sports meeting held by the Signal Training Centre in India, ten men succeeded in piling themselves on to a 1923 Triumph motor cycle and rode it round the ground.

By the way, that persistent "Earth-girder," Lieut. Kralichek-Soboleff, had travelled 43,000 miles and crossed 30 countries when he reached Calcutta recently with his 600 c.c. Ariel.

He started his tour from Shanghai and has since traversed India, Persia, Egypt, Europe and North and South America, in the course of which he has crossed thousands of miles of desert and rough virgin country.

ASIA AND THE MOTOR-CAR.

JUST ON 170,000 PETROL-DRIVEN VEHICLES.

Asia, land of camel, jinrikisha, coolie, has during the last five years multiplied its registration of automobiles between three and four times; even during 1930, year of keen economic depression, the total number of vehicles in operation in Asiatic countries increased some 7 per cent. More than any other part of the world, however, Asia has clung to its old modes of transportation handed down from antiquity; the coolie still laboriously hauls both passengers and freight alongside and in competition with the automobile and, in a few localities, is even able to underbid the machine transportation through the extremely low cost of his labour. With road improvement and with a continued use of the incomparably more efficient and, except in a few cases, more economical machine transportation, the automobile of course will eventually supersede this antiquated, if historical and picturesque, mode of locomotion.

Though Asia still possesses an almost negligible share of the world's registration of automobiles—less than 3 per cent.—its progress in motorization during the past decade has been so consistent that the considerable expansion of that percentage within the next few years can be easily predicted. The number of trucks and buses operating in Asiatic countries, according to the world census of January 1, 1930, was 157,735 (55,530 buses and 101,905 trucks). In 1922 the combined total of trucks and buses, according to the best available estimates at that time, was between 13,000 and 14,000; in 1923 it had reached about 44,000; from this point the increase was steady until on January 1, 1931, the registration reached 168,095.

A NEW BENTLEY CAR.

NOTABLE ADVANCE IN ENGINE DESIGN.

A new high-class motor-car made its first appearance last month when Bentley Motors, Ltd., displayed their latest design—a four-litre six-cylinder 27 h.p. model—in their showrooms in Cork-street, W.

The new model—a smaller edition of the eight litre Bentley—has an exceptionally high road performance (over 60 miles an hour), a flexible engine and a carriage free from vibration. Its silent running is remarkable, even in these days of quiet motors.

A notable advance in engine design deserves special notice. The form of the combustion chambers is such that 30 brake horse-power per litre capacity is yielded in power; consequently, the driver actually has 120 brake h.p. to call upon from the taxed rating of 27 h.p. This power developed may be regarded as almost unprecedented, having regard to silence of operation.

Provided with two special type S.U. Carburetors, overhead inlet valves and side exhaust valves for the engine and dual coils for its ignition system, the car possesses mechanical features that are straightforward and simple.

The makers describe the model as a medium-powered chassis. Its performance, in the opinion of the writer, can seldom have been bettered by much higher-rated cars.

NOTES FROM EVERYWHERE.

Kings Who Buy British—and Why.

Included among the customers of one British motor firm—Rolls Royce—are at least half a dozen kings. It is a striking tribute to British workmanship that persons of ages who have the whole range of the world's products from which to choose buy the products of the famous Derby works. In this list are to be found the Kings of Sweden, Egypt, Iraq, Siam, Yugoslavia, and Abyssinia.

A Leyland Helps the Prince.

An interesting sidelight on the British Empire Exhibition at Buenos Aires and the way in which every detail of the Prince's tour was carefully watched, with a view to giving the greatest possible boost to British products, is instanced by a locally-owned Leyland 5-ton lorry being commissioned to transport the heavier baggage, necessary for the tour, from the Aviation Camp at El Palomar to the British Embassy.

India Enjoys Motor Cycle Races.

Motor cycle races and "stunting" were a feature at a recent sports meeting held by the Signal Training Centre at Jubbulpore (India).

The feat of ten men who all succeeded in piling themselves on a 1923 Triumph and riding it round the ground was a popular item in the programme, and brought forth great applause. Not so bad for an old machine.

"La Plus Belle Voiture..."

At the Cannes Concours d'Elegance this year, the judges found it so difficult to award the prize for the "Grand Prix d'Honneur a la plus belle voiture du Concours" in favour of one Rolls Royce that they took the unusual course of bracketing two cars of that make as joint winners of the supreme prize.

A Rolls Royce car was also declared the winner of the Grand Prix at the Monte Carlo Concours d'Elegance.

Sir Malcolm Campbell—Motor Cyclist.

Malcolm Campbell, upon whom H.M. King George recently conferred the honour of Knighthood in recognition of his wonderful performance at Daytona in creating a new world car speed record of 245.7 m.p.h., was a keen motor cyclist before he took up car racing.

He was a member of the M.C.C., an enthusiastic "speed merchant," and in 1921 was racing a Triumph with success on Brooklands Track.

Round the World by "Sloper."

A great reception awaited the two intrepid British motor cyclists, Messrs. Farrell and Johnson, when they reached Sofia recently on the first part of their world tour, and a crowd of Ariel enthusiasts turned out to greet them.

Their itinerary includes Turkey, the Sahara, South Africa, India, Australia and America, and their machine is an Ariel side-valve "Sloper" model.

A Humber "Snipe" for the R.A.F.

An order has been received from the Air Ministry for a Humber "Snipe" for use in Palestine.

The car will be a standard model, except for the body colour, which will be in Royal Air Force Blue, with exterior bright parts such as headlamps, etc., black enamelled to reduce sun glare.

(Continued on next column.)

THE MOTORIST MUST TELL.

WHEN HE HAS AN ACCIDENT.

A little-known obligation under the Road Traffic Act was emphasized at Lambeth when Mrs. Mary Atkinson, of Foxts Cray-road, New Eltham, was summoned for:

Failing, after a motor accident to report it at a police station. Not giving her name and address to a person having reasonable grounds for requiring it.

Her car knocked down a child. It was admitted the child was only slightly hurt and that Mrs. Atkinson remained on the spot for some minutes. A man who saw the accident asked her for her name and address.

"Why did you not give it to him?" inquired the magistrate.

Mrs. Atkinson: I asked him who he was, and he replied: "I am nobody." I said: "Then you can't have my name and address." I did not report the accident to the police as I was not aware that I had to. The child was not hurt.

The magistrate said he did not think she intended to avoid her responsibilities, but it was her business to know the law. He fined her 25 and 10s. 6d. costs.

The Largest Single-Decker in Sydney.

In Australia and other countries overseas where the buses are operating over routes less congested than those in Britain, regulations respecting over-all length do not have to be considered in the ordinary way.

At Paramatta, Sydney, N.S.W., a 40-seater single-decker bus is in service. This has been built on a special 228 in. long wheel base Commer "Avenger" chassis, and is the largest single-decker in that part of the world.

Doubtless it will be recollected that a Commer has also the distinction of being the largest bus in the Calcutta district.

Motor Boating in France.

Keenly alive to the value of the tourist business, the French authorities are doing their utmost to attract more visitors to their country this year, and the Motor Boat tourist has not been forgotten. Most of the tedious and irritating formalities at present attached to bringing a boat into the country are to be eliminated. A good start has been made with the Seine and Oise rivers, where the "permis de passage" for locks has already been suppressed.

Summer Warning to Motorists.

[This was written for England but may be useful to local enthusiasts.] Once again we have changed over to summer time, says *The Light Car and Cyclecar*, and the moment is opportune to pass on a few hints concerning summer motoring, just to refresh the memories of old hands and to warn those who will be enjoying their first summer season on the road. It would scarcely be exaggerating to say that the next few weeks will witness at least double the amount of traffic that is normal in winter months, and that during any fine week-end in May and onwards, main-road congestion must be expected.

Extra vigilance will, therefore, be imperative. Do not forget that following a fine spell a shower of rain may, in summer time, temporarily turn a normal road surface into one presenting very real danger from skidding. Do not assume that because the electrical system of the car has a far easier time, the battery needs less frequent attention. Owing to the higher temperature the opposite is, in fact, the case, and the cells should be topped up at least once a fortnight.

INTERNATIONAL AUTOMOBILE CLEANING Co.

No. 33, Queen's Road Central, 2nd Floor

EXPERT AUTOMOBILE CLEANERS AND POLISHERS

We clean, polish and service your car during your office hours without removing the car from the parking space.

All work done by careful and experienced men under the supervision of experienced foreman, at reasonable prices.

Fill in the blanks and we will do the rest

NAME
Address
Parking Space
No. of Car
Type of Service
Service commencing from

Rates:

Daily cleaning and polishing\$4 per month
Daily oiling, greasing, cleaning and polishing...\$6 per month

MICHELIN THE NON-SKIDDING TYRE.



Distributors:

Tel. 22221. A. GÖRKE & Co. Tel. 22221.
China Building, 4th Floor.

DEPOT FIAT GARAGE:

Tel. 24821. 350, Hennessy Road. Tel. 24821.
We give free tyre service to Michelin owners at our Depots.

WHEN YOU REACH HOME



Your will be wondering how things are going out here, what all your friends are doing, who won the tennis league.

THE HONG KONG WEEKLY PRESS

will give you all the news and keep you in touch with things out East.

Don't forget before you sail to order it to be sent to you.

Six Months\$8.00

CENTRAL THEATRE

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 p.m.



Revised Schedule of Prices.

The Management of Central Theatre has the pleasure to announce that their schedule of prices is to be revised from Monday, 8th June as follows:—

| | Dress Circle | Upper Circle | Back Stalls | Front Stalls |
|-----------|--------------|--------------|-------------|--------------|
| 2.30 p.m. | \$1.10 | .55 | .55 | .35 |
| Children | .55 | .30 | .30 | .20 |
| 5.10 p.m. | \$1.40 | .80 | .80 | .45 |
| Children | .70 | .40 | .40 | .30 |
| 7.15 p.m. | \$1.40 | .80 | .80 | .45 |
| Children | .70 | .40 | .40 | .30 |
| 9.20 p.m. | \$1.50 | .80 | .80 | .45 |
| Children | .75 | .40 | .40 | .30 |

Servicemen in uniform 55 cents to Upper Circle and Back Stalls at any Show.

(Amusement Tax Included).

NEXT CHANGE

GARY COOPER
IN

"A Man From Wyoming"

with

June Collyer & Regis Toomey
(A Paramount Picture)

COMING SOON

Another British
Production

THAT

Every Britisher should see
Every Serviceman should see
Every Student should see

"BALACLAVA"

(The Immortal Charge of the Light Brigade).

A Teaspoonful

OR SO
makes a
Whisky and
Soda
A
Great
Thirst
Quencher.



TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON
355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Local time, weather report.
1.30 p.m.—Rugby Press news, etc.
Relay of the speech from the
Rotary Club given by Mr. J.
Douglas Butcher, M.I.E., on
"Electricity."

2 p.m.—Close down.
6 to 8 p.m.—European programme
of Columbia records supplied
by Messrs. Anderson Music Co.
6 to 8.27 p.m.—

Talkie Tunes.

"Show of Shows"—Selection.—
Regal Cinema Orchestra.
DX15.

"Rio Rita Rio Rita"—If You're in
Love, You'll Waltz.—Edith
Day and Geoffrey Gwyther.—
DX55.

"The Desert Song"—Selection.—
Debray Somers Band.—9200.

6.27 to 6.44 p.m.—"Quartette in F
Major" (Beethoven Op. 133).—
Lener String Quartette.—
L1919/L1919.

7 p.m.—Stock quotations.

6.44 to 7.12 p.m.—

Overtures.

"Tancredi" (Rossini, arr. Duthoit).
B.B.C. Wireless Military
Band.—DX165.

"Crown Diamonds" (Anber).—Sir
Dan Godfrey conducting the
Bournemouth Municipal Orch.
—DX77.

"The Bronze Horse" (Auber).—Sir
Dan Godfrey conducting the
Bournemouth Municipal Orch.
—DX88.

"Rosamunde" (Schubert).—Sir
Hamilton Harty conducting the
Halle Orch.—L1988.

7.12 to 8 p.m.—

A Concert.

Octette—"Albumblatt" (Album
Leaf) (Wagner, arr. Willoughby).
—J. H. Squire Celeste
Octette.—DX20.

Song—"Sea Wreck" (O'Neill
and Harty).—Muriel Brunskill
(Contralto).—6987.

Piano Solo—"Old Vienna"
(Schubert-Friedman).—Ignatz
Friedman.—L107.

Vocal Octette—"The Keys of
Heaven" (arr. Elliot Button).
—London Male Voice Octette.

Vocal Octette—"Studies in
Imitation" (arr. Hughes).
—London Male Voice Octette.—
DX30.

Violin Solo—"Slavonic Dance in
G Minor" (Dvorak-Kreisel).
—Joseph Szigeti.

Violin Solo—"Largo" (Veracini).
—Joseph Szigeti.—L2007.

Song—"O Vision Entrancing
from 'Esmeralda'" (Marzials
and Thomas).—Tom Burke
(Tenor).

Song—"My Dreams" (Weatherly
and Tosi).—Tom Burke (Tenor).
—L1951.

8 p.m.—Local time and weather
report.

8.03 to 11.30 p.m.—Ko Shing Thea-
tre relay.

10.30 p.m.—Rugby mid-day Press
news.

11.30 p.m.—Close down.

ANTI-FASCISTS ON TRIAL.

CHARGE OF CONSPIRACY
IN ITALY.

Rome, May 29.—After yesterday's
sensational trial of the Sardinian
anarchist Schirru (who was executed
this morning by shooting in the
back for plotting to kill Mussolini)
a special tribunal to-day began
the trial of ten "intellectuals" ac-
cused of plotting against the
Fascist regime.

These men, who were arrested
last October, belonged to a "justice
and liberty" group which is al-
leged, by means of pamphlets dis-
tributed clandestinely by post, to
have urged the overthrow of the
present Government.

Seven members of the group
were tried last December. They
included Mrs. de Bosis, the Ameri-
can widow of an Italian transla-
tor of the poet Shelley. She was
released but two Italians, Profes-
sor Vinciguerra and Signor Rossi,
were sentenced to 15 years' im-
prisonment.

Another member of the group,
Dr. Umberto Ceva, while awaiting
trial committed suicide by swal-
lowing acidified methylated spirit
used for heating the prisoners' food.
Of the ten remaining only
seven will appear in court, as three
are still at large.

KING'S THEATRE

HONGKONG'S FINEST CINEMA

FINAL SHOWING TO-DAY

AT 2.30, 5.10, 7.15 & 9.30 P.M.



CHARLES
ROGERS
"Along
Came
Youth"

Francis Dee,
Maurice Chevalier's
"Playboy of Paris"
Girl-Friend.

GIRLS! And
just what
they've been
waiting for.

They were just about to
marry her to the Highest
Bidder when "ALONG
CAME YOUTH"

Booking at the Theatre. Tels: 25313, 25330.

NEXT CHANGE
COMMENCING TO-MORROW
"LAUGHTER"
WITH
NANCY CARROLL

ORDER OF ST. JOHN OF JERUSALEM.

CENTENARY CELEBRATIONS.

We give below the preliminary
arrangements for the Centenary
celebrations of the Venerable Or-
der of the Hospital of St. John
of Jerusalem, which takes place at
Home from June 22 to 27.

His Majesty the King, the
Sovereign Head of the Venerable
Order, has been graciously pleas-
ed to intimate that he will him-
self hold a Special Investiture of
the Order at Buckingham Palace
during St. John's Week: this will
be held on Tuesday, June 23.

His Royal Highness the Duke
of Connaught, the Grand Prior,
has decided to honour the Cen-
tenary by graciously presiding at
the Ceremonial Banquet of the
Order which will be held at St.
James's Palace on Monday, June
22. The Banquet will be follow-
ed by a reception.

His Royal Highness the Grand
Prior will give an afternoon party
at St. James's Palace on Thurs-
day, June 27.

His Majesty the King has also
been graciously pleased to authorize
the Commemorative Service of the
Order being held in Westminster
Abbey on June 24, the Feast of
St. John the Baptist.

His Grace the Archbishop of
Canterbury, the Prelate of the
Order, will preach the Sermon at
this Service, which will be broad-
cast throughout the world, and
Her Royal Highness the Duchess
of York has graciously consented
to head the Procession into the Ab-
bey of the Parade of the Nursing
Divisions of the St. John Am-
bulance Brigade.

GANDHI'S OBJECTION TO MISSIONARIES.

"INDIA'S FAITHS
ADEQUATE."

Gandhi refers in "Young India"
to the fury aroused over his recent
reference to the work of foreign
missionaries in India.

He declares that: "Every nation
considers its own faith as good as
that of any other. Certainly the
great faiths held by the people of
India are adequate for her people.
India stands in no need of conver-
sion from one faith to another."

Amplifying this statement, Gand-
hi declares that proselytizing under
the cloak of humanitarian work is
unhealthy, and strongly resented by
the people here. He is not against
conversion but against modern
methods of it. Conversion in the
sense of self-purification and self-
realization, he says, is the crying
need of the times. That, however,
is not what is meant by prosely-
tizing. To those who would convert
India, might it not be said "phy-
sician heal thyself."

SCIENTIST'S DYING TRIUMPH.

DESCRIBED IN HIS LAST
BREATH.

LIGHT IN MILE-LONG
VACUUM TUBE.

Devotion to science caused the
fatal illness of Dr. Albert Michelson,
the Nobel Prize winner, who
died at Pasadena at the age of 70.
By his researches into the speed of
light Dr. Michelson laid the
foundations for Einstein's revolu-
tionary theory of relativity, and it
was the final test made to determine
the accuracy of his calculations
that led to his breakdown.

Dr. Michelson had built a mile-
long vacuum tube at Santa Ana,
50 miles from his home, and despite
his age had been travelling to it
daily for a considerable length of
time, often returning to Pasadena
in the early hours after exhausting
labours.

Success.

Just before he sank into coma,
Dr. Michelson learned that his last
experiment had been a triumphant
success, and with his dying breath
he dictated to his assistants the
elaborate mathematical formulae to
be used in the publication of re-
sults.

Then he smiled and whispered:
"I will rest on my oars."
In this final test Dr. Michelson
raced beams of light in the mile-
long vacuum tube to get the precise
determination of velocity.

Many years ago he completed
these laboratory experiments on
light and speed which provided as-
tronomy with the yardstick to mea-
sure the wonders of the universe,
and placed him among the world's
greatest scientists.

FILM CENSORSHIP.

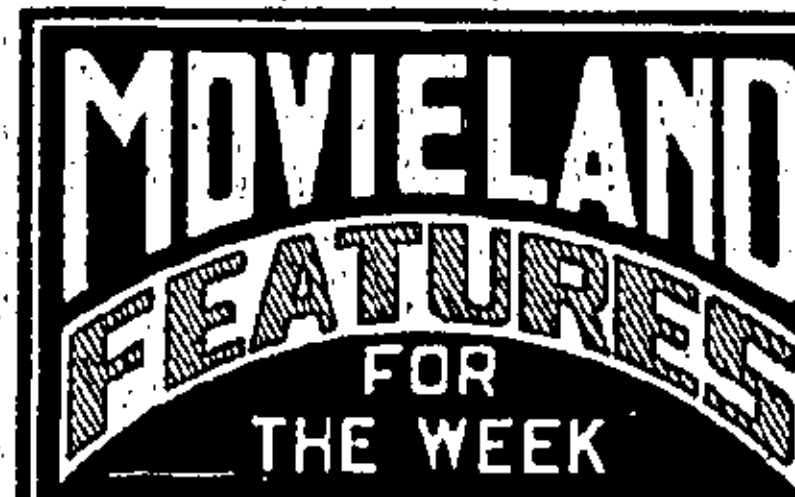
POWERS OF THE LOCAL
AUTHORITIES.

The Home Secretary recently re-
ceived a deputation from the Bir-
mingham Cinema Inquiry Committee
on the subject of film censorship.

The deputation had asked a large
number of children what kind of
films they liked and what were
their impressions.

The deputation urged the need
for more control over films in
general and particularly over films
shown to children.

Mr. Clynes expressed sympathy
with the desire to improve the
standard of films. He suggested
that the end desired might be se-
cured by bringing home to parents
a sense of their responsibility and
by a more effective exercise by local
licensing authorities of their exist-
ing powers.



TO-DAY & TO-MORROW
At 2.30, 5.20, 7.20 & 9.20.



TO-DAY & TO-MORROW
At 2.30, 5.15, 7.15 & 9.20.



THE SILVER SCREEN.

KING'S THEATRE.

"LAUGHTER."

When Paramount starred Nancy
Carroll in "The Devil's Holiday"
several months ago, it started what
seems now to be a dramatic tradi-
tion. For the ineffably competent
Miss Carroll reviews her meritorious
work in the heavy trappings of
serious-sided pretending when she
portrays the rôle of the misunder-
stood Peggy Gibson in "Laughter"
at this Theatre to-day.

In "The Devil's Holiday" she
was seen as the gold-digger type
of girl who finally was brought to
a realization of life's humbler joys
through tragic circumstances. In
"Laughter" she is seen as an ex-
folies girl who marries a man of
wealth, albeit a man of years con-
siderably more advanced than her
own. It is this continual lack of
confidence in her; his failure to
understand the youthful psychology
of her gay spirit for play which
forms the plot fabric. In addition
to this she is always getting the
bad breaks in the play. Although
innocent of blame, she is charged
with being a bungler; even finally
with complicity in murder. But in
the end she attains freedom.

Fredric March, as a young com-
poser who falls in love with her
early in the picture, and stays in
that happy state until its con-
clusion, gives a performance worthy
of his talents. As the doughty old
Wall Street broker to whom she is
married, Frank Morgan does a neat
job of it.

QUEEN'S THEATRE.

"SHOW OF SHOWS."

"Show of Shows," Warner Bros.
and Vitaphone super-revue in
natural colour, is drawing enthu-
siastic crowds to the Queen's
Theatre where it opened on Sun-
day.

This extravaganza, the most stu-
pendous yet screened, has scores of
the famous stars of stage and
screen; many musical and dancing
units and a cast numbering over
500. There is such a variety in the
numbers that every moment is filled
with laughter and suspense.

John Barrymore does the superb
soliloquy from Shakespeare's "King
Henry VI." Irene Bordoni and
Georges Carpentier have separate
numbers and each gives perfor-
mances which do credit to their
Parisian background. Winnie
Lightner is there with her antics
and Bull Montana, and many of
the younger lights, such as Grant
Withers, Douglas Fairbanks, Jr.,
Myrna Loy, Patsy Ruth Miller,
Richard Barthelmess and Nick
Luca. John Adolf directed the
"Show of Shows" and those inter-
national geniuses of dance-creation
and execution, Larry Ceballos and
Jack Haskell, directed stage pre-
sentations.

"LOTTERY BRIDE."

What does it take to make a first
class designer of film settings?
William Cameron Menzies, super-
vising art director of United
Artists studios, who caused a sen-
sation when he created the mod-
ernistic style of effects and back-
grounds for sound pictures, sums it
up as follows:—

"The motion picture technician
must have very great ingenuity.
He must be a cartoonist, a cus-
tomer, a marine painter, a designer
of ships, an interior decorator, a
landscape painter, a dramatist, an
inventor, a historian, an acoustical
and a photographic expert."

Menzies' latest creations of art
settings is for "Lottery Bride,"
Arthur Hammerstein's lavish
musical operetta directed by Paul
L. Stein. Rudolf Friml wrote the
music. The production comes to
the Queen's Theatre on Friday.

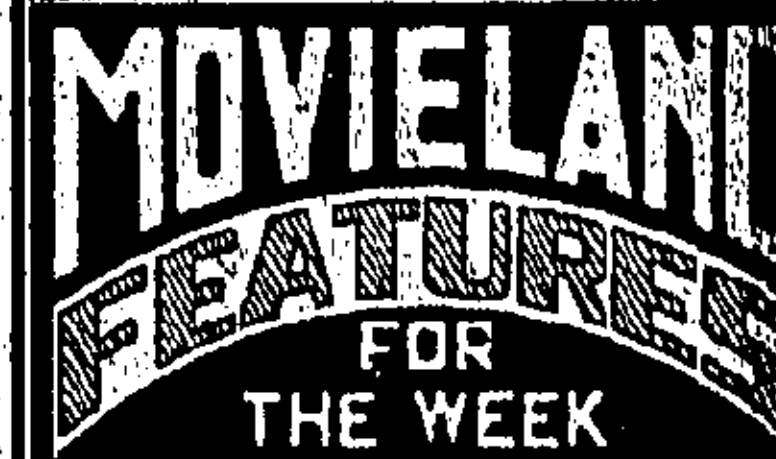
WORLD THEATRE.

"THE SKY HAWK."

Three directions have been scored
by Llewellyn Hughes, who uses his
experiences with the Canadian
artillery during the war to write
memorable tales.

"Lady Wipers of Ypres" was
chosen by O'Brien for his best
stories of the year; the "New York
World" selected "Beyond Sound of
Machine Gun" for its 10 best
stories.

"Chap Called Bardell," a story
of Zeppelin raids over London, is
classed as an outstanding aviation
tale. Fox secured it. Hughes
adapted it and wrote dialogue with
Campbell Gullan. It is now "The
Sky Hawk" and is showing at the
World Theatre. This all-talking
aviation feature, John Garick,
Helen Chandler and Gilbert Emery.



QUEEN'S

TO-DAY TO THURSDAY
At 2.30, 5.10, 7.15 & 9.20

JOHN BARRYMORE
FRANK PAY
RICHARD BARTHELMESS
BRITAIN'S LILIES
TED LEWIS
ALICE WHITE
NICK LUCAS
GEORGES CARPENTIER
WANNIE LIGHTNER
IRENE BORDONI
DOUGLAS FAIRBANKS
GRANT WITHERS
LORETTA YOUNG
BEN TURPIN
LARRY LANE
JACK MAXWELL
BETTY COMPTON
LILA LEE
PATSY RUTH MILLER
DOUGLAS FAIRBANKS JR.
LOUISE FAZENDA
MYRNA LOY
MARIAN NICHOL
SALLY O'NEIL
CHESTER MORAN
MONTY BLUE
NOAH BERRY
LLOYD HAMILTON
ALICE DAY
VIOLA DANA
BETTY ROACH
M. E. WARDEN
WILLIAM COURTNEY
KIM TAYLOR
LOIS WILSON
ALEXANDER GRAY
CHESTER CONNELL
HOBART BOWORTH
LEE MORAN
TULLY MARSHALL
BILL MONTANA
HELENE CASTELLO
MOLLY O'DAY
MARCELINE DAY
WILLIAM COLLIER JR.
JACQUELINE LOCAN
EDNA MURPHY
WILLIAM BAKERVELL
PAULINE GARDIN
SALLY EILEN
SALLY BLANE
ALBERTA VAUGHAN
SHIRLEY MARSH
CAROL MYERS
MARIAN BYRON
JOHNNY ARTHUR
JOHN
RUTH CLIFFORD
HELEN CONNELL
ETHEL CLARE
ALBERT GAUD
FRANCES LEE
ANTHONY OLMSTED
ANTHONY BUSHELL
ADAM VAUGHAN
ANDERS RANDOLF
WHEELER OAKMAN
OTTO MATTHEW
PHIL MCCULLOUGH
KALLA PASHA
JIMMY CLEMONS
E. J. RUTLIDGE
SID SILVER
LOLA VIGORINI
MADEIRA LANE
MILLIE DODGE
DANCES

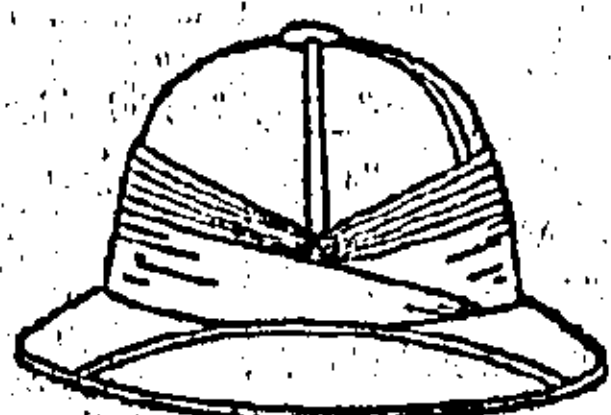
NEXT CHANGE

LOTTERY
BRIDE

JEANETTE
MAC DONALD

JOHN BARRYMORE
JOE MORAN
WANNIE LIGHTNER
DOUGLAS FAIRBANKS
ZAZU PITT
ARTHUR
HAMMERSTEIN
DARING!
VIVID!
GAY!
Dynamic
Romance!
Matchless
Singing!

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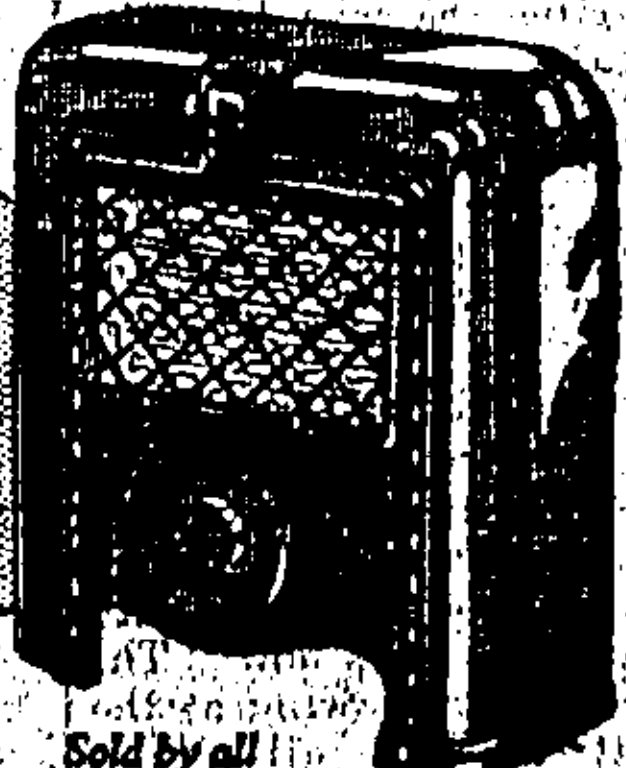
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WHEN WE ARE ALONE!

(Continued from Page 1.)

you think, is that he has no convictions?" says someone, self-consciously striving to preserve the intellectual level of the conversation started by the men just before the exodus; and then literature is fairly launched, and will continue to be tossed about on a choppy sea of coffee until a woman writer, if one is there to suffer, desperately introduces babies or servants as red herrings.

The Blight that Falls.

Men have done women a bad turn in making fun of their famous inclination to talk about these two things, for now neither hostess nor guests have the nerve to start on them save in extremity, though they are often the only subjects on which everyone present can speak with some knowledge. It may not be exciting for the unmarried to discuss infant welfare with the experienced baby-fancier, but at least it is better than an argument about modern architecture, of which both parties are equally ignorant. And much less exhausting intellectually.

One of the greatest blights of drawing-room talk is the fact that we have all heard so much of the widening of the feminine horizon during the last few years that most of us feel bound to expand proportionately in mind, especially after food.

If the guest who is battered upon for conversation is a business woman, she is likely to be offered up to the others with the paralyzing description: "Miss Smith, you know, is so clever; she manages the clothing department at the Children's Hospital!" "Not clothing, catering," corrects Miss Smith, but this is lost in a chorus of "No, really! How marvellous of you! I'm sure I couldn't!"

Then everyone talks to her about clothing, and she does her best, saying at intervals, "It's a hospital for women, not children," but if this is heard at all everyone agrees generously that it must be just as interesting, and pleasanter, really, because it is much more pathetic for a child to be ill than a grown-up person, isn't it? (At this point no one ever has the courage to let in a flood of cold common sense by asking, "Why?")

Happy Relief at Last!

Sometimes the company is luckier, and escapes both culture and women's professions together, and then, in the relief of finding that the topic may be one on which all may speak with authority, inherited, not acquired, everyone finds that there is practically no good working alternative to men. Two main schools of thought are usually represented—the indulgent one, which maintains that men are just overgrown schoolboys, that's all; and the truculent one, with the motto, "We will show them!"

In the first group are all the elderly ladies whose married experience, limited to twenty years with the same man, enables them to lay down the law on what men like (the narrower the experience the greater the self-confidence shown). In the other are the women who make a point of expressing their enjoyment of the after-dinner interval—"I hope the men don't hurry."

But both parties, like Andromeda bound as possible victims for a monster of boredom, who may or may not appear, kept at least a third of their attention oriented to that quarter from which may be expected, sooner or later, the bright gleam of success, the shining armour of delivery, the shirt front of a man.

THE DIOCESAN LIBRARY.

Some two and a half years ago the seed was sown for what has since become known as "The Diocesan Library," a library controlled by the local Anglican Church Body and housed at St. John's Cathedral Hall. This free library was organised for the benefit of the parishioners, and to-day it boasts of more than a hundred books, all of which deal with religious and semi-religious topics, including a number of most interesting biographies, etc. More books are to be added from time to time. The library is open to the congregation twice weekly, on Sundays after the 11 o'clock service and on Thursday evenings between 8.30 and 9.00.

OUTBREAKS MAR ELECTIONS.

OPPOSING PARTIES CLASH IN PHILIPPINES.

FREE-FOR-ALL FIGHT NEAR MANILA.

Manila, June 3.—Although yesterday's general elections in the Philippine Islands are described as the most peaceful and orderly in many years, dispatches arriving here to-day told of several clashes. At Cagayan there was one fatal stabbing. On the outskirts of Manila, 600 Nacionalistas and Democrats engaged in a free-for-all fight. Several persons were injured but there were no deaths in the rioting. There were a few other minor disturbances.

All was quiet in Manila. The elections in the capital were the most orderly in many years.

Leader Faces Defeat.

In most places the Nacionalista or majority party is maintaining its strength. The only real upset here is the apparent defeat of Dr. Pedro Gil, Democrat member of the Philippine house of representatives and an outstanding leader in the Democratic party.

Dr. Gil is running in third place in the latest returns. Running ahead of him in competition with the Nacionalista candidate is Sr. Alfonso Mendoza, a radical candidate.

The voters trooped to the polls yesterday to elect insular, provincial and municipal officials. Most of the voters are Filipinos, although American citizens were privileged to vote if they so desired. Interest in the election has been keen. Upwards of 1,000,000 votes have been cast.

Eleven Senators are being elected for six years' terms and 85 Representatives are being elected for terms of three years each.

There were no women at the polls since suffrage for women has not yet been achieved in the Philippine Islands.

NEW CANADIAN TARIFF.

200 AMERICAN PRODUCTS HIT BY RATES.

Ottawa, Canada, June 2.—Canada's long threatened "retaliation" against the high protective tariff schedules of the United States became effective to-day.

With the enforcement of new Canadian import duties approximately 200 products of the United States became subject to high tariff rates.

Some of the schedules range as high as 40 per cent. Among other affected American products are automobiles, coal, coke, canned goods, fruits and many farm products.

Canada represents one of the biggest markets for the products of the United States. When the American Smoot-Hawley tariff law became effective the Canadians, regarding the high import schedules effective in the United States, gave warning of reprisals.

However, Mr. R. B. Bennett, the Dominion Premier, has repeatedly stated that Canada has enacted her own tariff schedule with complete disregard for those of the United States. Canada, Mr. Bennett has said, is interested only in encouraging her own economic progress. Business circles are watching with interest the effect of the new schedules on Canadian-American trade.

No Retaliation.

Salt Lake City, Utah, June 2.—Senator Reed Smoot, Republican of Utah and the chairman of the United States Senate finance committee, to-day told the United Press that the promulgation of the new Canadian tariff schedules has not changed his favourable opinion of the American tariff law.

Senator Smoot virtually wrote the American tariff schedules which are now in force.

He believes that the present tariff schedules must remain in force for the protection of American industry. Senator Smoot is also of the opinion that there is no evidence of retaliation in the new Canadian tariff schedules.

According to Senator Smoot, Canada has found it necessary to enforce new tariff schedules in order to maintain her present wage scales.

AFRICAN TRIBAL CUSTOMS.

CHIEF'S RIGHT TO BEAT HIS SUBJECTS.

[CHIEF TSHAKEDI KHAMA V. RATHBOSA AND OTHERS.]

Court.—Judicial Committee of the Privy Council.

JUDGES.—The Lord Chancellor (Lord Sankey), Lords Blanesburgh and Tomlin, and Sir Lancelot Sanderson.

COUSSEL.—Mr. Geoffrey Lawrence, K.C., and Mr. F. O. Langley (instructed by Messrs. Gedge, Fiske and Company) appeared for the appellants; and the Attorney-General (Sir William Jowitt, K.C.) and Mr. Wilfrid Lewis appeared in support of the findings of the Court below.

This was an appeal which raised, among other issues, a question whether, according to native law, a Bechuana chief has the right to burn his subjects' houses as punishment for an armed attack upon him in Council, when he and two of his Counsellors were wounded. The appellant is Chief Tshakedi Khama, and the respondents Simon Rathbosa and John Rathbosa, the Attorney-General, who intervenes.

The appeal is from part of a judgment of the Special Court of Bechuana and Protectorate held at Lobatse in connection with a dispute between the Chief of the Bamangwato tribe and his subjects. The case was before the Judicial Committee of the Privy Council last October, and the Court then referred certain questions to the Colonial Office.

The appellant is acting chief of the tribe. In 1928, the three brothers Rathbosa were summoned by him to attend a Council to discuss with him and the Resident Magistrate matters in dispute between them. They did not obey the summons, but went to a wedding. Later in the day, when they attended the Council, they were ordered to lie down and be beaten. Simon and Obeditse Rathbosa got away, but John was caught and beaten. Simon and Obeditse returned and fired on the Chief and his Counsellors. They were sentenced to ten years' imprisonment. On appeal this sentence was reduced to four years, for attempted murder.

Destruction of Houses.

The Rathbosas claimed damages for the destruction of their houses, and the Chief, contended that the destruction was in execution of lawful orders given by him. He counterclaimed damages for the wounds inflicted upon him and his Counsellors.

The magistrate held that both Simon and Obeditse had rebelled against the Chief, who was justified in his action, and ordered each of the brothers to pay the Chief £500 damages and half the medical expenses. The Special Court on appeal reduced the amount to be paid to the chief to £150.

Mr. Lawrence, K.C., said the two respondents did not now appear, but the Attorney-General and Mr. Wilfrid Lewis represented the Colonial Office.

The Crown, as intervener, submits that so far as the jurisdiction of the magistrate and the Special Court was disputed, and the law and customs of the natives as relied upon were alleged not to be incompatible with peace, order and good government, the appeal should be dismissed, as the judgment of the Special Court was right and ought to be affirmed.

The magistrate and the Special Court had jurisdiction to hear and determine the case, and the appellant by voluntarily submitting himself to the jurisdiction of the magistrate was estopped from disputing such jurisdiction.

In the circumstances the laws and customs of the natives were incompatible with peace, order and good government, and those laws and customs were not clearly proved.

The legal arguments had not concluded when the Court adjourned.

BURMESE REBELS DEFEATED.

CAMPS DESTROYED: ANTI- INDIAN FEELING.

London, June 2.—A report on the situation in Burma during the week ended May 30 was circulated in the House of Commons to-night. It states that two large rebel camps have been attacked and destroyed in the Tharawaddy district and some important leaders killed and captured. Other minor successes by Government forces occurred and there were no successful attacks by rebels.

Hostilities continued to break out but there was no marked change in the situation during the week. Attacks upon Indians still occur and have spread to the Myingmying district. Anti-Indian feeling is very strong among Burmese.

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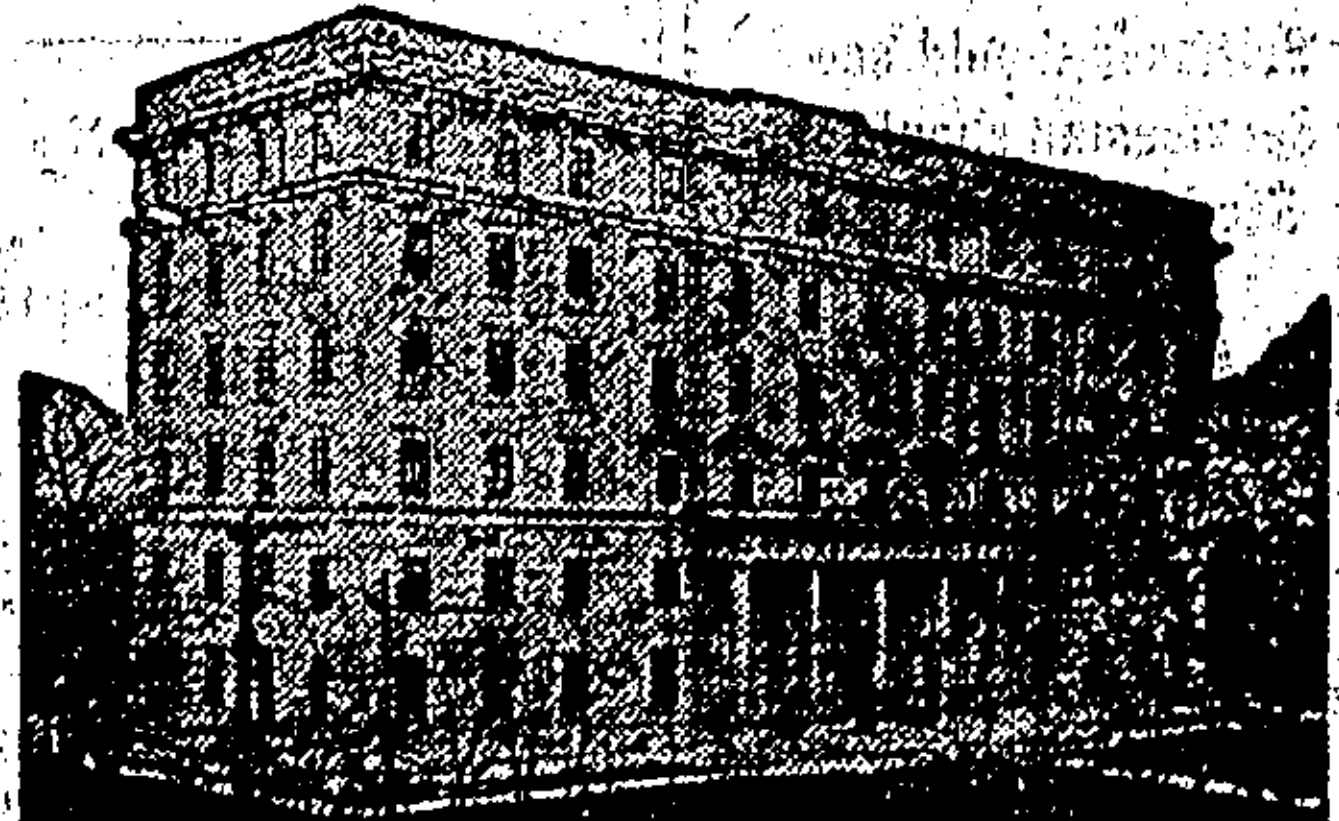
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OUR WATER SUPPLY:

NEARLY DOUBLE LAST YEAR'S FIGURE.

The water return issued by the P.W.D. on June 1 shows that at that date Hong Kong's reservoirs contained 1,440 million gallons compared with 695 million gallons on the same date last year.

The reservoirs are by no means full but the position is satisfactory, and a constant supply is being given to all districts.

The figures are as follow:—

CITY AND HILL DISTRICT WATER WORKS.

| | 1930. | 1931. |
|-----------------------|----------------|----------------|
| Tytam | 23' 7" 25' 4" | 23' 7" 25' 4" |
| Tytam Bywash .. | 21' 9" 24' 4" | 21' 9" 24' 4" |
| Tytam Intermediate .. | 43' 9" 8' 8" | 43' 9" 8' 8" |
| Tytam Tuk | 33' 2" 33' 8" | 33' 2" 33' 8" |
| Wong Nei Chung .. | 27' 5" 17' 5" | 27' 5" 17' 5" |
| Pokfulam | 21' 11" 8' 11" | 21' 11" 8' 11" |

The above figures are the depth of the surface in feet and inches below overflow level.

Storage in Millions and Decimals of Gallons.

| | 1930. | 1931. |
|-----------------------|--------|--------|
| Tytam | 214.50 | 200.74 |
| Tytam Bywash .. | 1.89 | .89 |
| Tytam Intermediate .. | 32.98 | 180.34 |
| Tytam Tuk | 320.16 | 727.05 |
| Wong Nei Chung .. | 5.36 | 11.34 |
| Pokfulam | 20.85 | 46.65 |

Total

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of May:—

| | 1930. | 1931. |
|-------------------------|---------|---------|
| Consumption | 7288.16 | 8341.62 |
| Estimated population .. | 442,880 | 410,650 |

Consumption per head per day

Includes 95.07 million gallons from Mainland.

Includes 95.03 million gallons from Mainland.

May, 1930.—From May 1 to 31, 1930, a 12 hours supply (6 a.m. to 6 p.m.) was given to all Hill and Districts (principal mains closed from 6 p.m. to 8 a.m.) with the exception of the area North of Queen's Road between Murray Road and Eastern Street where a constant supply was maintained during the whole month.

May, 1931.—Constant supply throughout the City, Hill and High Level Districts during the whole month.

KOWLOON WATER WORKS.

| | 1930. | 1931. |
|------------------------|---------------|---------------|
| Kowloon Reservoir .. | 10' 0" 11' 0" | 10' 0" 11' 0" |
| Shekkipui Reservoir .. | 8' 11" 1' 1" | 8' 11" 1' 1" |
| Reception Reservoir .. | 10' 1" 1' 1" | 10' 1" 1' 1" |

The above figures are below overflow level.

* Level with overflow.

Storage in Millions and Decimals of Gallons.

| | 1930. | 1931. |
|------------------------|--------|--------|
| Kowloon Reservoir .. | 202.96 | 241.10 |
| Shekkipui Reservoir .. | 23.09 | 116.10 |
| Reception Reservoir .. | 9.45 | 23.07 |

Total

Consumption of water in Kowloon in millions and decimals of gallons during the month of May:—

| | 1930. | 1931. |
|-------------------------|---------|---------|
| Consumption | 104.02 | 189.40 |
| Estimated population .. | 173,340 | 234,150 |

Consumption per head per day

Constant supply in all districts during May, 1930 and 1931.

The Government Analyst's reports show that the quality of the water is satisfactory.

The total rainfall to May 31, 1930, 19.17 inches; 1931, 24.23 ins.

LAI WAH COMPANY'S STOCK.

SOLD AT PUBLIC AUCTION FOR \$30,000.

The sale room of Messrs. Lamert Brothers was packed with prospective buyers when the stocks, furniture and fittings of the Lai Wah Co., Ltd., at their premises in Des Voeux Road Central, were sold by public auction under instructions from the liquidators.

It will be remembered that a petition was recently presented in the Supreme Court by one of the creditors seeking an order for the winding up of this concern. After considering the petition, the Court allowed the voluntary liquidation to continue, subject to supervision and the appointment of an additional liquidator.

Bidding commenced at \$10,000 for the whole of the goods in one lot and the figure eventually reached \$20,000 in \$500 bids, the purchaser being Chang, Hay, Jeng, care of Yee Tai Cheung, importers and exporters, Hillier Street.

HONG KONG STOCK MARKET.

CROUCHER & CO'S DAILY REPORT.

The market closes dull with general all round sellers of most stocks, at or below the official opening rates.

Banks and Unions are offering at \$2,010.00 and \$620.00, and Canteens can be obtained at \$1,400.00. Hong Kong Fires are wanted at \$1,305.00.

A small lot of Waterboats was placed at \$28.50.

Wharves eased to \$167.00 with further shares offering and Providents are offering at \$5.70 either for cash or the Settlement.

Hotels remain steady at \$17.00 cash with business at \$17.30 for July.

Lands declined from last week's rate of \$94.00 to \$92.50 whilst Humphreys weakened at \$21.50. There are sellers of Realty at \$14.20.

Utilities are offering at lower rates all round. China Lights at \$29.50. Electric at \$62.75. Trams \$21.25 and Telephones at \$38.00.

Canton Ices at \$4.80 are in good demand but Dairy Farms are lower with buyers offering \$20.70 with sellers at \$20.00 for the Settlement.

Watsons can be placed at \$15.00 and Lane, Crawfords were booked up to \$7.00.

AN INTERESTING INVENTION.

THE WYLER WATCH.

The results of a very interesting invention have just appeared on the Hong Kong market in the form of the Wyler "unbreakable watch." The greater degree of accuracy obtained by modern watch makers was not without disadvantage for it necessitated making the pivots of the balance shaft considerably thinner with a result that accuracy was gained at the expense of solidity. When a watch falls the balance pivots are almost inevitably broken. In order to prevent this the arms of the Wyler unbreakable watch are made flexible and bent instead of straight and stiff as in the ordinary watch. Thus in the event of a fall or shock the balance arms give way in all directions thus breaking up the shock and avoiding its transmission to the thin extremities of the shaft and to the jewels. In addition the Wyler watch is constructed with a limitation ring which surrounds the balance, and definitely absorbs the shock already weakened by the flexible arms.

The spindles of all wheels and the organs of the winding mechanism are constructed in steel specially tempered in order to eliminate breakage. The shape, and the setting process of the jewels (rubies) have been studied in view of securing the maximum of resistance. The watch glass also is unbreakable. The Wyler unbreakable watch is obtainable at Ullman's in Chater Road.

The second accident occurred near Percival Street, when a Chinese, coolie was knocked down by a public motor-car. The man received injuries to his head and was removed to the Government Civil Hospital.

HONOUR FOR LOCAL SCOUTMASTER.

THE WOOD BADGE.

At the Scout Rally held at Government House on May 30, His Excellency the Governor, Sir William Peel, presented Mr. R. Dormer, Scoutmaster of St. Andrew's Troop, with the Wood Badge, an honour much coveted in scouting circles. Mr. Dormer, who returned from home leave some months ago, qualified for this special badge at a camp organised for Scoutmasters held at Gilwell Park. Attending this camp, which is held annually, are Scoutmasters from practically every troop in England, and Mr. Dormer is to be congratulated on being one of the few possessing the necessary qualifications before the badge may be gained.

HONG KONG POLICE RESERVE.

ORDERS ISSUED BY THE HON. MR. E. D. C. WOLFE, C.M.G., INSPECTOR-GENERAL OF POLICE.

General.

Revolver Practice.—The regular weekly revolver practice will take place at the Bowen Road Revolver Range to-morrow at 5 p.m. It will be open to members of the Indian Company, Hong Kong Police Reserve.

Training Course.

The weekly classes for Police Reservists will in future take place at the Chinese Company's Headquarters, 17, Queen's Road Central. All members of the Chinese Company who have not yet passed Part II. of Training Course should attend.

Chinese Company.

Strength.—Constable R75 Ip Ping Chi has been permitted to resign, having completed one year's service with effect from April 21.

Indian Company.

Strength.—Constable R284 A. K. Karamat has been taken on the strength of the Indian Company as from June 1.

Flying Squad.

The weekly instructional patrol of the Hong Kong Section will take place on Friday, June 12. Fall in at Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform and cap with khaki cover.

Sharpshooters Company.

Strength.—Constable R429 G. H. Coutts has been permitted to resign having completed one year's service with effect from June 1. The following members have been taken on the strength of the Sharpshooters Company as from June 6:—Constables R405 H. Greye, R417 L. Dowdall, and R422 R. Stewart.

(Sgd.) D. L. KING,
D.S.P. (R.).

CROWN LAND SALES.

GARAGE SITE ON MAY ROAD.

Inland Lot, No. 3189, with an area of about 1,100 square feet, adjoining May Road, was sold by public auction to the Humphreys Estate and Finance Co., Ltd., at the P.W.D., yesterday, for \$1,400. The upset price was \$1,100; the annual rental is \$8. We understand garages will be put up on the site.

Kowloon Inland Lot, No. 2505, situated in Boundary Street, Kau Pui Shek, fell under the hammer to Wong Wing Him for \$10,800, the upset price being \$7,838. It has an area of 5,225 square feet, and the annual rental is \$60.

Bidding was pretty brisk when Kowloon Inland Lot 2507, with an area of about 1,984 square feet, in Tai Nam Street, was put up. The upset price was \$4,900 but it rose to \$8,400 before it was knocked down to Tsui Shing. The annual rental is \$30.

FATAL MOTOR ACCIDENT.

CHINESE KILLED IN NATHAN ROAD.

Two motor accidents, one fatal, were reported to the Police over the week-end.

In the first report, an old man of 62, in an attempt to cross Nathan Road opposite the Mongkok Police Station at 8.15 p.m. on Sunday, was knocked down and killed by a motor-car, driven by Mr. D. Forbes, of 72, Nathan Road.

The second accident occurred near Percival Street, when a Chinese, coolie was knocked down by a public motor-car. The man received injuries to his head and was removed to the Government Civil Hospital.

WOMEN BURNED TO DEATH.

EARLY MORNING OUTBREAK IN KOWLOON TONG.

A fire, which broke out in the early hours of yesterday morning, destroyed five huts in Kowloon Chai, near Kowloon Tong.

Two women, a mother and a daughter, aged respectively 51 and 21, were incinerated in the flames after being trapped in the burning huts.

The five huts stood in a group and once the outbreak commenced, it quickly consumed the inflammable material with which they constructed.

Three fire engines, which were rushed to the scene, prevented the fire from spreading. The amount of the damage has not yet been estimated.

TRAVELLING BY SIBERIA.

MONEY TAKEN FROM PASSENGERS.

LACK OF GOOD FOOD.

Travellers over the Siberian route should be warned of an outrage which is being perpetrated by the Soviet Government, and either be prepared to submit or take the alternative route via Suez or the Pacific, says a correspondent of the North China Daily News.

On arriving at Negoroloi, the last stop before entering Poland, one's luggage is again inspected by the Soviet, and little difficulty is experienced through this. However, an inspector comes and demands your receipt for the amount of foreign money you registered when entering Russia, and also for the number of Russian roubles you bought after entering Russia. Immediately this is shown, you are rushed over to a desk where another official demands anywhere from 15 to 30 dollars (gold) a person. You ask "for what?" and are told that every person is supposed to spend seven and a half roubles a day while in Russia, or a total of 90 roubles for the trip, although rightly speaking one spends only seven days in Russia proper. The assumption is that one must spend this in the dining car of the train, as one can buy almost nothing at the railway stations where one stops.

Not Forewarned.

The chief imposition about this scheme is that one is not forewarned, and it amounts to highway robbery to have the money taken from you at the border, absolutely without alternative. The hardship arises especially with people who travel second and third class to save money, and who carry their own food.

As we came through recently we saw many people weeping as they parted from the last money they possessed. Several men almost came to blows with the Soviet official concerned in their anger at being held up in this manner, but the official naturally had the last word. He simply said he had his orders and it was not his affair that passengers had not been advised of this new ruling when entering Russia.

It would be very simple, when the Inspector asks one to register one's money on entering Russia, for him to say that, like all other countries, Russia must try to profit from the tourist trade and that, therefore, she arbitrarily asks that seven and a half roubles a person be spent daily while crossing the country. But not a word of this does one hear, neither at the C.E.R. offices in China or Harbin, nor from any travel agency, although one is told that the ruling has been in effect for over five months.

Chief Disadvantage.

The chief disadvantage to the tourist is this: One would gladly spend the money in the dining car, one would indeed prefer to do so. But after crossing Russia several times one finds that one is utterly unable to eat the food provided for the trains. There is so little to break the monotony of the long journey that one would spend more than the 60 roubles on food and wine as there is no other distraction possible for the seven tedious days. But, to repeat, the food is so very bad that one cannot eat it. Furthermore the service is so absolutely vile in the dining car that, even were the food tolerable one would still shrink from eating it.

The waiters are so filthy, the car smells so sour and is so dirty that one is deprived of appetite. One sees waiters, counting their hair directly over the tables. On this last trip we thought we would try the dinner once. We got there for breakfast at about 11 in the morning, to find the waiters asleep on the floor in their clothes. Apparently no provision is made for any employees on the train and one look at the dirt on their hands, faces and clothes quite literally turned one's stomach.

This criticism might well be applied throughout the train. The porters are almost all utterly incompetent. It takes them 15 minutes to make a bed and then it slips from under you. Unless you fight for it, you get no change of linen all the way across. They also are filthy as to hands, face and clothes; they never thoroughly clean your compartment, and moreover none of them speaks any language except Russian. If the Soviet want to make a good impression with this railroad as one surmises they do, they surely could easily find former trained servants, speaking at least one language, who could give efficient service to passengers crossing Siberia. It should be as easy to find, or as simple to train.

(Continued on next column.)

ALLEGED THEFT OF MOTOR TOOLS.

CHARGES AGAINST CHINESE NAMED SIMPSON.

A Chinese, who calls himself William John Simpson, was charged before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday with the theft of motor-car tools from the garage of an unnumbered house at Castle Peak Road on June 2. He was additionally charged with having ridden a motor cycle without the permission of the owner, Private C. Angus, of the Argyll and Sutherland Highlanders.

Mr. Horace Lo, appeared for the defence, and Mr. Le Bart Sparrow watched the case for the police.

Sergeant Clarke said that about 4.10 p.m. on June 2 he saw the defendant riding motor-cycle, No. 688, through Tsai Wan village toward Castle Peak. The same evening he was seen repairing the machine outside Capt. Moir's house. Apparently he failed to repair it, and tried to borrow some tools. He failed in this too, and was alleged to have pushed his cycle about 200 yards down Castle Peak Road.

Borrowed Tools.

The defendant informed witness later that he had borrowed tools from a Portuguese, who happened to ride past on a cycle, and was asked to return them the following day. The defendant said he did not know the name of the Portuguese or the number of his cycle.

The defendant was alleged to have then walked back to Capt. Moir's house and half an hour later to have been seen riding a motor-cycle, of which the number was not known, to Kowloon. About this time a cycle was found to be missing from the garage of Capt. Moir's house. Motor cycle No. 688, which was ridden by the defendant, was found abandoned at about 10 p.m. that evening about 200 yards from Capt. Moir's house. The tools were also found beside it the following day. The tools came from the garage of Capt. Moir's house.

After the evidence of Private Angus had been taken, the case was adjourned until next Friday.

good porters as bad ones in a country with so many millions of people, even though the Five Year Plan is absorbing 99 per cent. of the intelligence and energies of the high officials.

Never Again.

Without exception, the people we talked with on leaving Russia this time said that they would never travel Trans-Siberia again. One can always, if one wants to save money, take a small German boat which costs \$50 from Shanghai to Marseilles; one has no changes, one has excellent food and comfort, and it is worth a great deal, when one is off on holiday, to exempt oneself from these aggravating scenes en route.

Mind you, one could have escaped paying out the gold at the end of the journey had one known what was coming, and simply declared that sixty roubles had been spent during the trip. One would have kept the roubles (which one buys anyway when one enters Russia) and perhaps used them again or sold them to another traveller, or, as one man on our train said, he would rather have thrown them away than be robbed of them. One could have given them to people along the way, although money means little to them, for the roubles which are bought at two for one gold dollar in Russia, one finds outside of Russia selling for less than ten to one gold dollar. Which must mean that to the peasant the world is still considerably smaller.

Forced to Buy Roubles.

Harking back to the matter of being taxed for not spending money in Russia, let travellers also be warned not to leave their gold dollars lying in luggage where the inspector can lay his hands on them. He simply takes possession of all your money if it is accessible, and withdraws from it whatever he seems to think he is entitled to take. Otherwise, you at least have the privilege of counting it out yourself.

Let this be clear. You are forced to buy your roubles in Russia, at the official rate (and not outside at the cheaper rate) as the inspectors demand the official receipt for roubles purchased in Russia. If you buy less than 60 roubles, you are taxed gold or sterling for the difference, and, beside that, they take back whatever roubles you have left, that you have already paid for in gold or sterling. So, since there is no way of spending the money in Russia, and getting anything at all for your money, you are forced whichever way you look at it.



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We confidently invite you to place your orders in our Tailoring Department, knowing you will appreciate the work and skill put into the garments produced.

Mr. H. P. REES, who has been out from London only a few months has already proved he can produce garments that are not only Stylish but Comfortable.

Do your clothes give you freedom at the same time hang smartly? Unless cut by a European expert we think not—the price when the quality of cloth and trimmings is taken into consideration is only a trifle more than you pay for ordinary garments.

Call and let us demonstrate this to you.

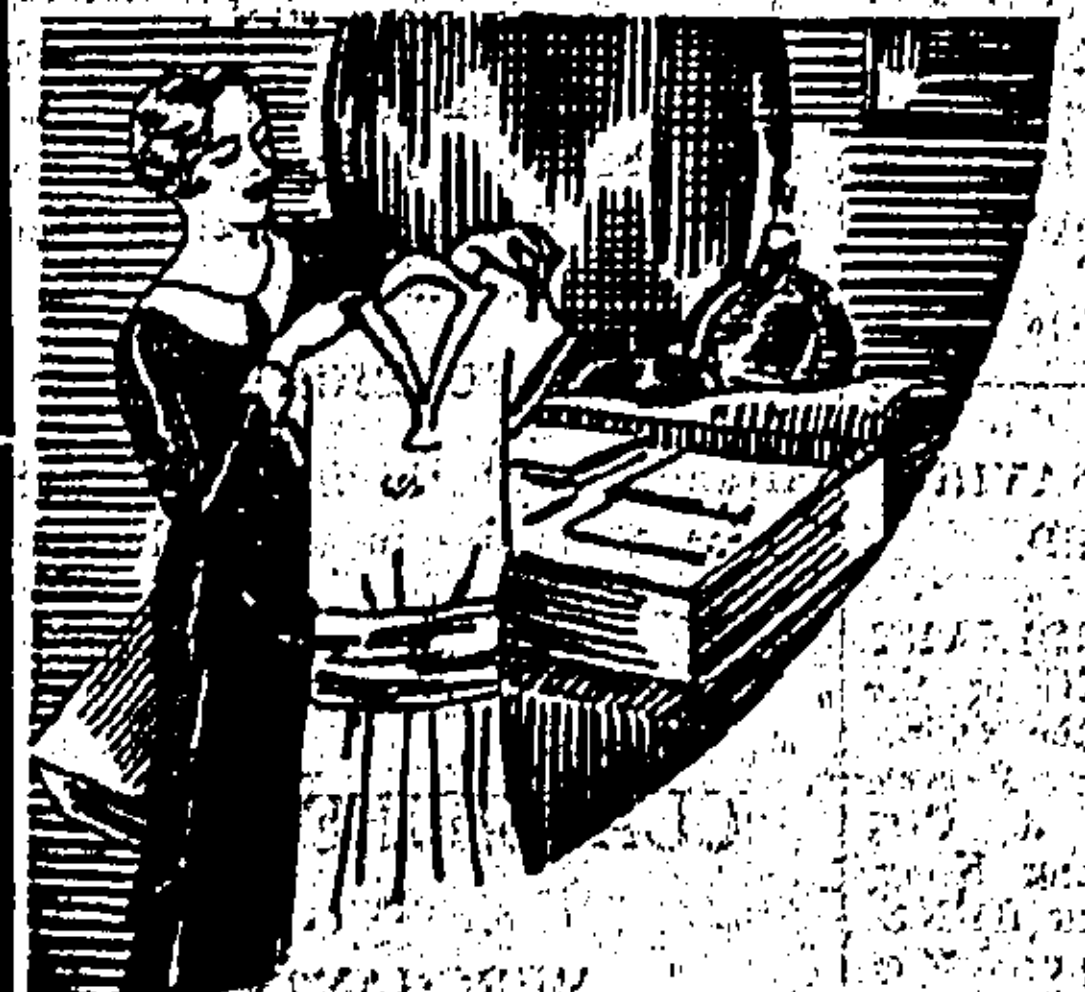
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THE STEAM LAUNDRY WORKS, MONGKOK.

After cleaning the cloth is sterilized and pressed with the latest steam presses. ALL SUITS, OVERCOATS, and orders to the value of \$3.25 sent during May 1931, will receive ONE IMPROVED HANETEX MOFF PROOF BAG. After June 10th, (date of arrival).

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NEW ADVERTISEMENTS

IN THE MATTER OF THE COMPANIES ORDINANCES 1931

IN THE MATTER OF THE HONG KONG DEVELOPMENT BUILDING & SAVINGS SOCIETY, LIMITED

(In Liquidation).
NOTICE OF FIFTH DIVIDEND OF \$10.00 PER CENTUM

NOTICE IS HEREBY GIVEN that a FIFTH DIVIDEND of \$10.00 Per Centum has been declared payable to Creditors in this Matter, and that the same may be received at our office on WEDNESDAY, the 10th day of JUNE, 1931, or on any subsequent day except Saturday between the hours of 9 A.M. and Noon.

J. HENNESSY SETH, S. HAMPDEN ROSS, Liquidators,
FERGUSON SMITH, SETH & FLEMING, 6, DES VOUX ROAD CENTRAL.
Hong Kong, 8th June, 1931. [824]

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the Supply of Carpenters, Caulkers, Platers Painters and Scarpers, and Plumbers to H. M. DOCKYARD, HONG KONG.

Forms of Tender can be obtained at the Office of CHIEF CONSTRUCTOR, H. M. DOCKYARD, Hong Kong, and should be filled in and returned as indicated in Tender Form, not later than NOON on WEDNESDAY, JUNE 17th, 1931.

W. H. WALLOND, 88E, For Chief Constructor.

OLD WELLINGTONIANS

AN OLD WELLINGTONIAN DINNER will be held in the HONG KONG CLUB on THURSDAY, 17th JUNE, 1931, at 8.15 P.M. Colonel C. R. U. SAVILE D.S.O., O.B.E., has kindly consented to take the Chair.

Gentlemen wishing to attend are requested to communicate with Captain C. F. BLACKDEN, MURRAY BARRACKS. [828]

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the HONG KONG HOTEL, Hong Kong, on MONDAY, the 15th JUNE, 1931, at 11 A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 30th April, 1931.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY 8th Day of JUNE, to MONDAY, 15th Day of JUNE, 1931, Both Days inclusive.

JOHN D. HUMPHREYS & SON, General Managers, Hong Kong, 2nd June, 1931. [837]

LANE, CRAWFORD, LIMITED.

NOTICE IS HEREBY GIVEN that the NINTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at EXCHANGE BUILDING, DES VOUX ROAD, Hong Kong, on WEDNESDAY, 17th JUNE, 1931, at NOON.

The TRANSFER BOOKS of the Company will be CLOSED from 8th JUNE, 1931, to 17th JUNE, 1931, Both Days inclusive.

By Order of the Board of Directors,
A. W. BROWN, Secretary,
Hong Kong, 1st June, 1931. [807]

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FIFTIETH ORDINARY GENERAL MEETING OF THE COMPANY will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & CO., LTD., PEDDER STREET, Hong Kong, on WEDNESDAY, the 17th JUNE, 1931, at NOON for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th JUNE to 1st JULY, 1931, Both Days inclusive.

By Order of the Board,
JARDINE, MATHESON & Co., Ltd., General Managers,
Hong Kong, 27th May, 1931. [789]

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.25 p.m., stated:—

A feeble anti-cyclone lies over the Lower Yangtze Valley. The typhoon is situated between Okhima and the Bonins, moving E.N.E.

Local Forecast:—E. or variable winds, moderate; fair to showery.

ENGAGEMENT.

THUNDER—BOURKE—The engagement is announced of HELEN, daughter of the late Mr. JOHN DAVID and Mrs. ALICE MARY BOURKE, of Chatswood, N.S.W., Australia, to CHARLES THUNDER, of Peiping.

DEATH.

GULSTON.—On June 3, at Kuling, FREDERICK WILLIAM KEGAN GULSTON, aged 71 years.

ACKNOWLEDGMENT.

Mr. and Mrs. J. H. RUTTONS and family beg to thank their friends for the many kind expressions of sympathy received in their recent sad bereavement. [832]

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.

Night Editor (Wanchai Office): Tel. 24511.

London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JUNE 9, 1931.

FLOWERS, TREES AND WARS.

CHINA'S present crisis is notable for the odd reluctance of both sides to fire the first shot. It was as long ago as April 20th that General CHEN TSAI TONG made his coup at Canton and issued his challenge to CHIANG KAI SHEK.

Some six weeks have passed, and beyond the formal inauguration of the new régime at Canton nothing seems to have happened. There have been conferences and speeches, circular telegrams and eloquent proclamations, but no one except the members of the Canton de facto Government on the one hand, and CHIANG KAI SHEK's immediate followers on the other has committed himself. The paper war goes on, and long may it last. "Killing known" with your mouth. It does no one any harm. But the deadlock cannot continue for ever. One can only hope that by some miracle peace will be preserved. Underneath the clouded surface of China's political life the cross-currents are swirling. Each party and clique is seeking allies and negotiating with every other party and big personality in turn. It is difficult for the man on the fence to see which way to come down. CHIANG KAI SHEK is a tough customer, and a dangerous man to oppose. But, surely, he cannot last for ever! He must go the way of all war-lords, and the nice problem is to judge when the day of his elimination has dawned. Meanwhile the usual crop of illnesses has broken out among the leaders. Marshal CHANG HUEI LIANG is down with what some call typhoid, and others influenza. Admiral YANG SU CHANG, the strong man of Fukien, has collapsed under a burden of over-work, and CHANG FAI FOI is said to be another casualty.

It is no affair of the foreigner who governs China, but everyone doing business with that country

would like to see it governed; to see peace, security and prosperity for all. The reasons for these good wishes may not be purely altruistic; for war is a great destroyer of markets, but the unfortunate thing is that China's patriots have greater things in view than the material welfare of the masses. Are the full rice bowl, the clothed back, a roof over one's head and the lives of a few million men, women and children to be weighed in the balance against the sacred principles of democracy and a condemnation of CHIANG KAI SHEK's dictatorship? A thousand times, "No!" The patriots are arming; they are setting out to war.

We all remember that not long ago the Kwangsi clique, who at least put down brigandage and Bolshevism in the South, were the enemies of China. Then it was FENG and YEN, just a few years ago the War Lords who would not accept the Kuomintang principles were to blame. The heroes of to-day are the villains of to-morrow. As one of our correspondents in Kiangsi put it: "It is spring, time. Everything is sprouting and blossoming, flowers, trees and wars. It is the same every year!"

On Sunday our Canton correspondent reported that last week four junks were pirated on the West River. News from Nanning was to the effect that two districts had been occupied by the "Reds," and some 10,000 people had had their homes burnt and were starving. The "Ironsides" had been garrisoning the places in question, but had been moved in preparation for the great crusade. A month ago the War Minister, General HO YING GUIN, told the People's Convention that in Kiangsi alone the population had been reduced by 180,000 through the "activities" of Communists and brigands. But what of that! The People's Convention was packed. China is being denied her inherent rights of franchise and representation. Never mind the brigands. First things must come first. Canton is to reconquer China. Is it any wonder that the World sees China as the playground of soldiers of fortune, each of whom intends to scramble into CHIANG KAI SHEK's position, and govern the country in the time-dishonoured manner!

THE GALOYAK.

MR. HILAIRE BELLOC will agree that the United States Department of Agriculture has been taking liberties with the yak which would hardly be condoned by the original patrons of that animal—

The Tartar who lives on the plains of Tibet, A desolate region of snow, Has made of the yak quite a family pet—

And surely the Tartar should know!

Apparently he did not know very much. All this easy-going domesticity of wild fauna is out of date in the great open spaces of the West, where men are men, and where animals are expected to be useful rather than ornamental. As a picturesque feature of the sub-Arctic tundra yaks were quite a success, but as producers of high-grade, good tasting meat they were a failure, so steps were taken to evolve a beast with enough stamina to withstand the rigours of the climate but with sufficiently delicate flesh to be appetising in a stew. Canada arranged the inter-marriage of yaks and buffaloes, but their progeny impressed nobody. Then the experts in Alaska had a real "hunch." They introduced a yak to a beautiful Galloway cow, and in due time a delightful little fellow made his appearance, who revelled in the Arctic climate and immediately began to forage for food beneath the snow. His hybrid name of galo yak is the only unprepossessing thing about him. A whole race of galo yaks are now in existence, accommodatingly supplying mankind with tasty Sunday joints. Mr. HILAIRE BELLOC will really have to write another book about these modern beasts-for-modern bad children.

★ News and Views ★

Cooling Down.

"After the first flush of married happiness, the bride is going to judge her man by much the same standards as others judge him." Judge BARTLETT, of Reno.

Gold in the Pyrenees.

Gold is being "discovered" the world over. Says a Home paper: The discovery of a gold-bearing seam is said to have been made in the region of Hondaye, in the Pyrenees. According to a prospectus drawn up by engineers, the gold exists in considerable quantities and is of a high quality, and a valuable exploitation should be possible.

Ex-Miner Agent-General.

The Hon. Albert Willis, the new Agent-General for New South Wales, who arrived in London in May is an interesting figure for more reasons than one. The fact that he is the mouthpiece of Mr. Lang, the stormy petrel of Australian politics, would create some interest in his arrival, apart from the fact that he is a member of the Welsh coal mine. Forty years later he became a member of the Lang Government. A story is told of a phase in his career when he was an enthusiastic Church worker and ran a club for lads in the East End of London. "The boxing and wrestling did them as much good as any preaching," said Mr. Willis. "Did you do much in the athletic line yourself?" was a natural question. Mr. Willis, who is sturdy and bull-necked, has a rather short reach for a boxer, so he put it this way: "Well, I wrestled a bit and I boxed a bit and when there was a better man I ran a bit."

The Judge.

Judge CLUER has now completed 33 years on the London bench, 18 years as a metropolitan magistrate and 20 years as a County Court judge. His honour, who is 70 years old and inclined to be dryly humorous, is responsible for the utterances:

"Everybody ought to be convicted for exceeding the speed limit. The oath ought to be abolished altogether."

"No judge is fit to pass sentence who has not committed every crime in the calendar."

"Years ago I lived on less than 30s a week."

"A crying baby is a better sound than the voices of grown-up people."

"Why on earth should I drive a car, unless the members of the Bar contribute the means—which I do not possess."

"I have no sentiment and no feeling."

"It is a curse of this country that people get married too early and have huge families."

"If we are to die, let us die as brave Englishmen should" (when a portion of a German shell burst through the ceiling of his court).

Nothing New!

"Anything new happening?" "No. Same old things—only happening to different people, that's all."

The Policeman.

Solomon Hollander is a policeman in New York. A woman was unkind enough to suggest that he had treated her a little roughly, and the policeman's conduct was investigated in court. Listen to the evidence of the policeman's superior: "Hollander is subject to epileptic fits, so we never allow him to go out with bullets in his revolver, as we never know what he will do. But he is armed with a night-stick. We could not ask him to go out without that." Attabobby!

An Old Egyptian Custom.

It is a curious and interesting fact that the more "politically-minded" a country is and the louder its claims to self-government, the more its elections seem to be attended by murder and bloodshed. This, of course, is one of the principal advantages of granting the civilising benefits of the ballot-box to oppressed peoples. Crises and riots in Egyptian politics, for example, are so common that one might almost describe them as an old Egyptian custom. And anyone who has seen the average Egyptian politician finds nothing surprising in it.

Doctors and a "Dead" Man.

Doctors are still very hazy as to when death takes place. Here is an example from Germany: Walter Hentschel, a patient at the Britz Hospital, in Berlin, who was declared to be dead by the doctors, as his pulse had to all appearances stopped, was removed to another room while the hospital authorities communicated with his relatives. Meanwhile a nurse happened to see the dead man exhibit indubitable signs of life, moving hands, arms and legs. Had Hentschel come to life a little later he would have found himself in a room where assistance might not have been forthcoming for a considerable time.

Spanish Royalties and the People.

The Spaniards are an unaccountable race, disliking in their laughter anything that may seem a reproach upon themselves. Much of Don Alfonso's unpopularity was due to a strange form of jealousy. His countrymen did not approve of his high reputation abroad. They resented that he should possess qualities, such as sportsmanship which are alien to the Spanish mind. The Infanta Isabel was perhaps the only member of the Royal Family who could have been described as popular. Alone of the Royal Family the Infanta really enjoyed the bull fights. She knew the names of the espadas, and in moments of great excitement she would wave her little arms in the air and cry with the best of them "Ole!"

SUMMARY OF NEWS

Local and Far East.

Crown land sales. Page 7.
Police Reserve orders. Page 7.
Round the local cinemas. Page 8.
Lai Wah Co.'s auction. Page 7.
Fatal fire at Kowloon Tong. Page 7.
Messrs. Croucher & Co.'s daily report on the local share market. Page 7.
The P.W.D. water return dated June 1st shows that Hong Kong reservoirs have 1,140 million gallons compared with 555 million gallons on June 1st, 1930. Kowloon reservoirs have 388 m.g. compared with 285 m.g. on June 1st last year. Page 7.
To-day's wireless programme. Page 5.

Sport.

U.S. baseball results. Page 10.
League water polo results. Page 10.

Latest Cables.

An invitation has been sent to Col. Lindbergh to visit Manila while on his tour of the Far East. Page 9.
Great political significance is attached to a decision to hold a fifth Plenary Session of the Central Executive Committee at Nanking on June 13, when changes in the personnel of the National Government are expected to be made. Page 9.

"Miracle" at Basra.

"Basra city is in a state of commotion to-day—a day sacred to Ali, The Prophet's son-in-law, to whom Shi'ahs pay special reverence," says a Home paper. "The latter are strong in Basra. Two women were refused admission to a mosque where they wished to pray. What then happened is not known, but a report spread like wildfire that Ali had miraculously come again, had opened the door of the mosque thrice to admit the women, and had struck the doorkeeper with insanity. Excited crowds of shouting men and sobbing women have been thronging the streets all day. The police have been able to keep control by using their batons when necessary. Nevertheless, the situation is regarded as potentially very dangerous. There is no knowing what the effect of a firm belief in Ali's miraculous intervention may be on an illiterate and fanatical populace. To-morrow, Friday—the equivalent of the Christian Sunday—will be a critical day."

★ Local Notes and Events ★

One Chinese case of typhoid fever was reported during Sunday.

The Hon. Treasurer of the St. John Ambulance Brigade begs to acknowledge with thanks receipt of \$400, being one half of the proceeds of the International Folk Dance Display.

Wong Wong Ping, a mui tsai, aged 15 years, employed at 29, Wanchai Road, second floor, committed suicide in the kitchen of the house by hanging herself with a girdle fixed to a hook in the wall.

The loss of \$2,500 in bank notes has been reported to the police by Chu Yuk, a student, who arrived from Shanghai by the S.S. Chinan. He stated that his wallet containing the money was stolen from his pocket while he was disembarking from the ship.

Mr. W. Goldenberg has notified the police of the loss of two felt hats, two mackintoshes, a child's raincoat and a pair of flannel trousers, which he believes to have been purloined from his residence at 7, Torres Buildings, on Saturday. The property lost is valued at \$70.

A party of Portuguese and Chinese who went swimming in Clear Water Bay on Sunday, lost property and money amounting to about \$300. They left a suitcase containing ladies' handbags and other articles on the beach after leaving the launch. Later the basket was missing.

An armed robbery, in which a quantity of jewellery and clothing were taken, was reported from the Mongkok district yesterday. It appears that a gang of five men armed with daggers were concerned in the raid at a house in Argyle Street, where they tied up the occupants before ransacking the floor at about 8.30 in the morning.

What is thought to be a deliberate attempt to set fire to a building is being investigated by the police. At 1.45 a.m. yesterday the master of the Wo Sang fish stall, who resides at 1, Wai Sau Lane, found the staircase alight. After the fire had been extinguished with the assistance of his wife, four tins containing cotton wool, apparently soaked with kerosene, were found on the first floor landing.

A Filipino barber named Pedro Bhoi made another appearance at the Kowloon Magistracy yesterday, charged with harbouring a girl named Chan Si Hung, on various dates at 11, Chi Wo Street, and 41, Granville Road, without the consent of her mistress, So Ngan. The girl, who claimed to be 18 years old, said that she had lived with the defendant for about two months after she had run away from her mistress. She had been introduced to him by another woman. The case was adjourned.

Looking Back 25 Years.

The wonderful perfection which the cinematograph has reached has not been better displayed than in the exhibition to be given in City Hall to-night and on Monday night. The moving pictures reproduce the celebrated fight between Britt and Nelson for the world's

championship at Colma in September last, and even those who do not care much for the "manly art" will be bound to appreciate the pictures which show the scientific work of both pugilists without any of the brutal details usually associated with the ring. The spectator finds himself worked up to some excitement as he watches the contest, and practically all the enjoyment of a real fight is afforded.—*Hong Kong Daily Press*, June 9, 1906.

Looking Back 50 Years.

The silk industry in China is one of great and still growing importance. The Imperial Maritime Customs Department have therefore acted wisely in collecting and publishing the reports upon the production and manufacture of silks in China which it before us. Much useful information is contained in these reports, and they will be read with great interest by those engaged in the silk trade in Europe. The Shanghai and Chinkiang reports are at once the most exhaustive and give the most detailed particulars of the culture of the worms and the manufacture of their product. The industry, Mr. Kleinwachter tells us, is of very ancient date, and was in its most flourishing state for a period of over 4,000 years previous to the introduction of cotton from India in the year 1300. From that date it declined, and became more and more neglected till the advent of foreigners, who soon revived it by the demand of silk for exportation. The Chinese themselves, with the increase in prosperity developed by foreign trade, again took to wearing costly silk garments, and the trade in it has gone on expanding year by year, though in some places the industry has languished or died out.—*Hong Kong Daily Press*, June 6, 1891.

ECONOMIC CRISIS IN GERMANY.**NO CLEAR CUT DECISION ARRIVED AT.****[THROUGH REUTER'S AGENCY.]**

LONDON, June 7. An official communiqué, at the conclusion of the British and German conversations by the Foreign Office, states that the difficult economic position of Germany was discussed. The British pointed out the world-wide character of the depression and its influence in Britain.

Both parties agreed that additionally to national measures a revival of confidence and prosperity depended on international co-operation. In this spirit both Governments will endeavour to deal with the present crisis in close co-operation with the other Governments concerned.

It is believed in diplomatic circles in London that no clear cut decision was reached in the Chequers talks. Consequently there was some disappointment in unofficial German quarters.

Easement of Reparations Asked For.

It is assumed from the wording of the communiqué that Dr. Brüning and Dr. Curtius asked for the easing of the present system of the payment of reparations, but the decision of both Governments to endeavour to deal with the present crisis in close co-operation with the other Governments concerned, is not interpreted to mean that a further revisionary conference on reparations is in early prospect.

Dr. Brüning was delighted with the hospitality shown and it is understood, expressed the hope that he will be able soon to return the kindness in Berlin.

World Wide Depression.**[BRITISH WIRELESS SERVICE.]**

RUGBY, June 7. The conversations between the German statesman visiting Britain and the British Ministers, which began yesterday at Chequers, to which Dr. Brüning and Dr. Curtius motored after witnessing the ceremony of the Trooping of the Colour, were continued to-day.

The Prime Minister was accompanied by the Foreign Secretary, Mr. Arthur Henderson, and Mr. W. Graham, President of the Board of Trade. At a luncheon given by the Prime Minister and Miss Isabel MacDonald the following were also present: The German Ambassador, Mr. A. V. Alexander, the Governor of the Bank of England, Mr. Bernard Shaw, Sir Robert Vansittart, Sir Clive Wigram, Count Bernstorff, and Sir Frederick Leith Ross, of the Treasury.

The visit was arranged several months ago as a means of establishing personal contact and opportunity has been taken for friendly talks on the position in which the German Reich and other industrial States now find themselves. Special emphasis was laid by the German Ministers on the difficulty of the existing position in Germany and the need for alleviation. The British Ministers, for their part, called attention to the world-wide character of the present depression and its special influence on Great Britain.

Both parties were agreed, it was stated at Chequers to-day, that in addition to efforts and measures of national character, the revival of confidence and prosperity depended upon international co-operation. In this spirit both Governments will endeavour to deal with the present crisis in close collaboration with the other Governments concerned.

[THROUGH REUTER'S AGENCY.]**"G.E.S." Meets German Ministers.**

LONDON, June 7. Mr. Bernard Shaw was among the guests at Mr. Ramsay MacDonald's luncheon to Dr. Brüning and Dr. Curtius at Chequers. This morning he drove his own car from London, and when a policeman stopped him at the entrance to Chequers the famous dramatist told him "I am late," slipped in the clutch and drove down the drive at a furious pace. Consultations between the German statesman and Mr. MacDonald ended at lunch time, and it is understood they included a discussion of the coal question. A joint statement on the outcome of the conversations will be issued later in the day.

There was much disappointment at the Catholic church of Aylesbury, where Dr. Brüning, who is a devout Catholic, was expected to attend mass. A German-speaking priest attended specially at the eight o'clock mass, but owing to a misunderstanding Dr. Brüning did not appear, as he had been told the service was for children only. He was unable to attend a later mass as he had to resume the conversations with Mr. MacDonald.

*(Continued at foot of next column.)***QUAKE TREMORS IN BRITAIN.****ABNORMAL PERTURBATION OF EARTH'S CRUST.****[BRITISH WIRELESS SERVICE.]**

RUGBY, June 7. Earthquake tremors were felt early to-day in places widely scattered over an area of England comprising the Midlands, the East Coast, the South Eastern and South Western counties and including London.

Tremors were experienced over a large part of Scotland as well, and according to reports from Belgium, alarm was caused in many towns, including Brussels.

Key Observatory states that the first impulse arrived at about 20 minutes G.M.T., and the maximum movement was recorded about one minute later, the amplitude being so great that the trace exceeded the limit of registration. The tremor lasted about half an hour. The estimates by Kew and Brussels Observatories place the epicentre of the earthquake under the North Sea between 10 and 30 miles off the English coast, near Hull.

The shock is the biggest near-earthquake which has been recorded at Kew. Only minor damage appears to have been caused and no personal injuries more serious than shock are reported.

Lowestoft on the East Coast, was one of the places to feel the shock most. Houses and beds rocked and some chimneys and walls fell. People rushed into the streets in fright and there was an amazing spectacle on the sea front, which was crowded at 2 a.m.

The Only Casualty—a Canary.**[THROUGH REUTER'S AGENCY.]**

LONDON, June 7. The only casualty in the most severe "English earthquake" yet recorded, was a Northampton canary, whose wings were broken owing to its cage falling as a result of the shock.

It is pointed out that no fewer than three "shakes" were recorded in England during the present year before yesterday's, namely, at Stoke on Trent in March, Port Madoc in April, and Manchester in May, while the remarkable series of earthquakes in widely separated parts of the world over the same period suggest that some abnormal perturbation of the earth's crust is progressing.

Seismologists estimate the epicentre of yesterday's disturbance was about 25 miles from West Bromwich, at a point under the North Sea. This calculation was borne out by the statement of the crew of the Newcastle cargo boat "Bamburgh," on arrival in Scarborough yesterday, that when the vessel was 70 miles off Scarborough at 1.30 a.m. yesterday "something like a submarine depth charge" seemed to explode under it. The steamer half heeled over but quickly settled again. A dull rumbling sound followed the explosion.

Worst 'Quake for 35 Years.**[BRITISH WIRELESS SERVICE.]**

RUGBY, June 8. Earth tremors are so rare in Britain that, although seismologists say the one which occurred on Sunday morning was the most extensive which has happened here for 35 years, most people slept through it undisturbed and knew nothing of it until they read about it in newspapers.

Light sleepers were conscious of a slight swaying of their beds and rattling of windows, crockery and pictures.

On the East Coast, where the shock was most distinctly felt, many people rose to find if the commotion was apparent at sea.

Apparently the centre of the disturbance was in the North Sea. Doctor Jefferys, the Cambridge University seismologist, puts its intensity at four as compared with an intensity of ten in the case of disastrous quakes involving great damage and loss of life.

A few fallen chimney pots was the extent of Sunday's damage, and although, as a precaution, the railway headquarters sent messages to all signalmen asking for reports of any effect on embankments or lines, careful examination revealed no damage.

In London it is thought the earthquake may have caused the burst of a watermain which was discovered shortly afterwards in Shore-ditch.

Received by H.M. the King.**[BRITISH WIRELESS SERVICE.]**

RUGBY, June 8. Doctor Brüning, the German Chancellor, and Doctor Curtius were received by H.M. the King at Buckingham Palace this morning.

After leaving the Palace they were entertained to luncheon by the Anglo-German Association over which Lord Reading presided.

This afternoon a reception has been arranged at the Royal Institute for International Affairs, and this evening there is to be a banquet at the German Embassy. The Ministers will leave London to-morrow morning.

PRINCESS MARIE LOUISE.**CONDITION SHOWS SLIGHT IMPROVEMENT.****[BRITISH WIRELESS SERVICE.]**

RUGBY, June 8. That there is some improvement in the condition of Princess Marie Louise, who is suffering from microbe infections, with fever, is noted in a bulletin issued this morning which says: "Princess Marie Louise's condition shows a little improvement after a good night."

THE IRISH MOTOR GRAND PRIX.**WON BY AN M.G. MIDGET.****[BRITISH WIRELESS SERVICE.]**

RUGBY, June 7. After a magnificent race in alternating sunshine, thunderstorm, and steady Irish drizzle, Sir Henry Birkin, on a new Straight Eight Alfa Romeo, won the Eirean Cup and only just failed to win the Irish International Grand Prix as well at Phoenix Park, Dublin, yesterday.

His average speed was 88.8 miles an hour. A Maserati, driven by Signor Campari, was second, and a Talbot driven by Mr. Lewis was third. The Grand Prix was won by Mr. Norman Black who was driving an M.G. Midget. He won the first day's race on Friday for cars up to fifteen hundred c.c. at an average speed of 64.78 miles an hour. M.G. cars also took second and third places.

In order to beat Black's performance, after allowing for handicapping, the winner yesterday would have had to average over 90 miles an hour.

NEW REFLECTOR FOR GREENWICH OBSERVATORY.**DONATION BY MR. WILLIAM YAPP.****[BRITISH WIRELESS SERVICE.]**

RUGBY, June 8. The Royal Observatory, at Greenwich, is to have a new and bigger reflecting telescope, besides other important additions to its apparatus.

The new instrument will have a 30-inch reflector. The present one is 30 inches in size. To meet its cost, with spectroscopy and a new 34 feet dome, Mr. William Yapp has contributed £15,000.

£10,000 GRANT BY CARNEGIE FUND.**RANBLERS MOVEMENT TO BENEFIT.****[BRITISH WIRELESS SERVICE.]**

RUGBY, June 8. The Carnegie United Kingdom Trust are making a grant of £10,000 for the provision of hostels in connection with the Ramblers movement in Great Britain.

OBITUARY.**DEATH OF SIR FREDERICK MILNER.****[BRITISH WIRELESS SERVICE.]**

RUGBY, June 8. The death occurred this morning of Sir Frederick Milner, aged 82, who, since the war, has devoted practically his whole time and energies to the organisation of settlements for conscriptive ex-soldiers.

MID-AIR COLLISIONS.**TWELVE IN TWELVE MONTHS AND ELEVEN DEATHS.****[BRITISH WIRELESS SERVICE.]**

Mr. Montague, Under-Secretary for Air, in a written Parliamentary answer to a question by Mr. Ramsbottom (C. Lancaster), states that during the last twelve months twelve collisions in mid-air involving eleven deaths, have occurred between Royal Air Force aeroplanes. The original price of the machines involved was roughly £20,000, but the actual value at the date of loss was very much less.

The question of the prevention of accidents was one which engaged the continuous attention of the Secretary for Air and his expert advisers, with a view to safeguarding by all means in their power the lives of flying personnel.

MANILA WANTS LINDBERGH.**TO INCREASE INTEREST IN COMMERCIAL AVIATION.****[THROUGH REUTER'S AGENCY.]**

MANILA, June 8. The Governor-General has cabled the War Department of the United States, requesting that an invitation be extended to Col. Lindbergh to visit the Philippines as this will help to increase interest in commercial aviation in the islands. The Governor also invites Col. Lindbergh to stay at the Malacanang Palace.

MR. BALDWIN'S SONG OF SPRING.**ENGLISHMEN'S LOVE OF THE COUNTRY.****MR. GALSWORD'S IDEA ABOUT BUILDERS.**

Inspired by the strong county pride of Worcestershire men, Mr. Baldwin and Mr. John Galsworthy both deplored the "progress" which tended to diminish the local patriotism of England to-day, when speaking at the annual dinner of the Worcestershire Association at the Hotel Victoria.

Mr. Baldwin, who, as president, was in the chair, regretfully confessed that he had not seen spring in the country since before the war, and said his one prayer was that he might live to see another spring in the country before he died.

"It is modern transport," he said, "that threatens more than anything else that has ever happened to destroy the old spirit of the countryside."

"I often wonder if it is possible for the younger generation to realise what it was to live in the country when you lived in the centre of a radius of about ten miles beyond which you could not go."

Early Memories.

"I often wonder whether the old spirit which bound us to the spot whence we came, can survive what Mr. Galsworthy calls progress. It will last my time, and I hope it may always last, but I wonder, because there is so much now to take people away, and to dissipate their thoughts and their feelings."

Mr. Baldwin recalled the little things associated in his mind with his country life—the smell of the saddle-room and the harness, the country scent of the horses, the Saturday afternoon cricket. There was nothing of that sort now, with people always tearing about in motors, and no time to stop.

Nevertheless, he believed that a deep love of the country, and country things, was still to be found in nearly all English people, wherever they were. (Hear, hear.) For the power of permanent ancestral impressions was tremendous, and he hoped it would continue to abide in English people.

When Mr. Baldwin went on to speak of the beauty of Worcestershire, and the simplicity of its people, and said "I am typical of it," Sir John Simon, who sat next to him, asked, amidst laughter, whether he represented the beauty or the simplicity. Mr. Baldwin replied: "We can do much better in beauty, but not in simplicity."

Loyalty to Country.

Mr. John Galsworthy, replying to the toast of the visitors, proposed by the Hon. Sir Reginald Coventry, K.C., said the spirit of place was a very real thing, and he interests in one's own roots was a happy corrective to a generation born in motor-cars, whose children, if they had any, would be born in aeroplanes. (Laughter.) "Loyalty to country," proceeded Mr. Galsworthy, "has much in common with the deeper loyalty which stormed Zeebrugge, as the faithful passion for one's old school, which moved Mr. Baldwin and myself, at the end of an Eton and Harrow match, to take each other by the arm, trot towards the pavilion and bash in the hats of two perfectly good Etonians." (Laughter.)

Speaking of the romance of the English countryside, he expressed the hope that it would not be allowed to come to a violent end, as sometimes happened with romances. "Rather than kill it," he said, "let us destroy the builders who deface it with horrible edifices." (Hear, hear.) "I trust that some sensible member of the House of Commons will table a measure for the humane slaughter of unsympathetic builders." (Laughter.)

FIFTH PLENARY SESSION OF C.E.C.**SIGNIFICANT POLITICAL DECISION.****[THROUGH REUTER'S AGENCY.]**

NANKING, June 8. Great political significance is attached to a decision to hold a fifth Plenary Session of the Central Executive Committee on June 13, when changes in the personnel of the National Government are expected to be made.

The Plenary Session of the Central Executive Committee is the highest authority in the country when the National Party Congress is not in session. Nineteen members are necessary to form a quorum, while twenty-two members are at present here.

"WE HAVE GOT TO JUMP."**WAGHORN'S LAST WORDS.****SURVIVOR'S STORY OF CRASH.**

A graphic description of the air-crash at Farnborough, in which Flight-Lt. E. R. D. Waghorn, winner of the Schneider Trophy, lost his life, was given at the inquest by Mr. E. R. Alexander, a civilian assistant, who survived the accident.

The machine got into a violent sideling when Lt. Waghorn was commencing a half roll, which, according to one witness, was not a safe manoeuvre with that particular aeroplane.

Lt. Waghorn realised that the machine was going to crash, and to Mr. Alexander said, "We have got to jump."

Mr. Alexander's parachute acted well; Lt. Waghorn did not open fully, and he crashed on the road. The inquest was held at the Cambridge Military Hospital, Aldershot, and Mr. Alexander was wheeled into the room in an invalid chair.

"We climbed to a height of between 3,000 and 4,000 feet," Mr. Alexander said. "When we reached that height Flight-Lt. Waghorn signalled to me that he was going to carry out some loops. He did three loops, then throttled down and signalled that he was going to do a half roll after the next loop."

Desperate Last Effort.

"When he commenced the half roll the machine went into a violent sideling. It was evident that it was out of control. I would describe the next movement of the machine as a spiral dive."

"When the machine got into the dive I saw Lt. Waghorn working violently at the controls, using a great deal of force."

Police superintendent Hibberd: Did the controls appear to work?

"I did not look at the wing tips or the rudder or anything," Mr. Alexander replied. "Next Lt. Waghorn looked hurriedly from one wing tip to the other. I watched him intently. The only thing he said to me before leaving the machine was 'We have got to jump.'"

The Coroner (Mr. H. M. Foster): Did you jump before Mr. Waghorn?

Mr. Alexander: As far as I can recall it was slightly after.

Squadron-Leader W. Casters, commanding the Experimental Flying Station at Farnborough, said that the machine had been inspected since the accident but it was such a complete wreck that little of value could be learned from it. Various theories had been advanced but none of them offered definite proof.

Mr. Casters was asked whether Lt. Waghorn was exceeding his duties in performing the loop.

"No," he replied. "He was not exceeding his duties. I think that he discontinued his climb because of clouds, and did the loop for amusement. A loop would be reasonable with the type of machine that was being flown, but the half roll would not. The machine was too heavy for that. I certainly would not like to try it myself."

The jury returned a verdict of accidental death.

WOMAN MURDERER'S DEATH.**24 YEARS IN BROADMOOR.**

The death occurred at Broadmoor, Criminal Lunatic Asylum, of Alice Kooling, 37, who had been detained there since 1907, when she was convicted of murder at Stafford, Assizes, but was found to be insane. She had been ill for some time. At the inquest a verdict of death from natural causes was returned.

GOLD STANDARD FOR CHINA.**KEMERER REPORT TO BE CARRIED OUT.****(Wah Tai Yat Pao.)****SHANGHAI, June 8.**

Information elicited from Nanking financial authorities states that the Nanking Financial Department has begun to carry out a plan drawn up and recommended to the Chinese Government by Mr. Kemmerer's Commission, for the adoption of a gold monetary system in China.

The financial authorities are taking steps to investigate the banknote-issuing condition of all Chinese private banks preparatory to regulating the banknote-issuing system.

Subsequently the Government will authorise the three Government banks—Central Bank, the Bank of China and the Bank of Communications—to make purchases of gold bars abroad, sufficient to meet the needs for coining gold currency.

Recently the issue of gold bonds by the financial department with Customs surplus as security may be regarded as an experiment for this purpose.

CHINA HAS TOO LITTLE SILVER.**LARGE STOCKS IN SHANGHAI FOR SAFETY.****[THROUGH REUTER'S AGENCY.]**

LONDON, June 7. "It is a fundamental error to assume that China has too much silver. She has far too little," says a Shanghai merchant in an article in the *Financial Times*.

He estimates that China had a net inflow of silver of at least 2,900 million ounces, but there is not even in Shanghai to-day sufficient silver to meet the legal requirement for half the banknotes issued.

The writer attributes the presence of large quantities of silver in Shanghai to the fact that it has been sent there for safety. At the present time, the internal situation is such that banks fear to keep silver in the interior. The danger of seizure is too obvious.

Undoubtedly, he adds, the moment it becomes safe to use silver in the interior, the stocks in Shanghai will be very quickly diminished to a degree which will necessitate further heavy purchases from outside.

CLUB "GHOSTS" LAID.**TWO GIRLS AND A MAN.****MR. MASKELYNE TAKES A HAND.**

Mr. Jasper Maskelyne, the illusionist, has laid the "ghost" of the Moulin Rouge night club at Brixton, writes a London *Morning Post* special representative.

In the early hours of yesterday morning, while manifestations were proceeding apace within, he went, unobtrusively, to an enclosed alley at the back of the premises and captured three material entities—two girls and a young man, all members of the club.

From that moment, the large audience who sat tensely in the gloom of the club were confronted with no more mysterious phenomena. In fact, while the sitting still continued, I was hearing the confessions of the initiator and principal perpetrators of this practical joke in the less psycho atmosphere of a neighbouring coffee stall.

A large party assembled at the Moulin Rouge, towards midnight on Wednesday evening to make the acquaintance of the "ghost" which has baffled expert psychic investigators in its month-long career.

Most active among these investigators was Mr. Harry Price, Director of the National Laboratory for Physical Research, who based himself for an hour seating doors and windows with professional skill. Mr. Maskelyne, alert and observant, was there at the invitation of the *Morning Post*. For the rest, there were journalists and privileged visitors—believers, agnostics and sceptics—and the club officials whose familiarity with the practices of the "ghost" led them to assume a grave solicitude for the well-being of their guests.

The Capture.

The captured followed the beginning of the sitting by little more than half an hour. Within five minutes of the hall having been

*(Continued on next column.)***ANTI-CANTON CAMPAIGN.****FIELD HEADQUARTERS FORMED AT CHENGCHOW.****(Wah Tai Yat Pao.)****SHANGHAI, June 8.**

As part of the anti-Canton campaign field-headquarters have been established at Chengchow, a city in the south of Fukien, for directing air, naval and land forces against Kwangtung, says a message from Amoy, where a fleet of 17 gunboats and transports arrived from the North last week. It is reported that Marshal Chiang Kai Shek has appointed General Chen Ming Shu as field-commander in charge of this army route.

CHIANG TO DIRECT OPERATIONS AGAINST CANTON.**(Wah Tai Yat Pao.)****SHANGHAI, June 8.**

Marshal Chiang Kai Shek is expected to proceed to Hankow to-night on to-morrow on the gunboat Yungshui and he will probably make an inspection tour of Hunan province before going to Nanchang, the capital of Kiangsi, to direct a campaign, which, though officially declared to be aimed at suppressing the "Reds," is really intended for dealing with the Southern "rebels."

NANKING ADMIRAL RESIGNS.**[THROUGH REUTER'S AGENCY.]****SHANGHAI, June 8.**

The *China Press* reports that Admiral Yang Shu Chwang has resigned his post as Minister of the Navy, as well as the Chairmanship of the Fukien Government.

The journal understands that health reasons and lack of funds with which to meet administrative expenses are given as the reasons of Admiral Yang's resignation.

put in darkness, scratchings were faintly heard at the windows and doors giving access to the alley. Metallic clangings resounded, and eerie howls rent the silence of the night.

A moment later, lights appeared outside a window beside the row of sitters, and a club official moved like a shadow across the dance floor to investigate. What would the discover? In the eagerness of their anticipation, few saw Mr. Maskelyne rise from his chair beside the main entrance door and pass noiselessly into the street.

The tenacity of the situation was growing. Whence, asked a whispering voice, would the next manifestation come?

It came from the main entrance door, which opened to admit an Inspector of Police. "Ladies and gentlemen," he announced, "your ghosts are outside if you would like to see them."

There was a rush to the street, and there, peering through an iron-work gate that barred the entrance to the alley, stood the two girls, clothed in black dance-frock and coats, in the custody of Mr. Maskelyne. Their male counterpart wearing a dark blue suit, appeared a moment later in the group of a member of the *Morning Post* staff.

For the rest of the sitting, which lasted till daybreak, only one phenomenon was witnessed. It was the crash of a china ashtray in the centre of the dance-floor. But Mr. Harry Price and others with less trained powers of observation, saw it "issue" from a group of sitters at their side.

The first part of the confession was made to me, meanwhile, by Mr. E. V. Reeves, the proprietor of the Sunbeam Coffee Stall, which is near the club. For many years, "Vic" Reeves for so he is known to his friends—was a stage comedian and practical joker, and he told me how he had propagated the story of the "ghost" which the *Morning Post* was said to have come to prepare the way for occult happenings calculated to bring business to his stall.

"I had a carefully thought-out plan," he said, "and was foolish enough to confide it to a few of my regular customers and acquaintances. That was a month ago, and before I could put my plan into operation, 'ghosts' began to walk in the Moulin Rouge. Since then I have lost interest in the enterprise, though I have refrained from 'ghosts' from this stall more than once as they went to work."

From the girls—two sisters aged 21 and 22—I heard the story of those adventures by night which the *Morning Post* has already described from another aspect.

Sports News

WATER POLO

CHINESE ATHLETICS WIN CHINESE DERBY.

KOWLOON WIN JUNIOR GAME.

Playing at the V.R.C. last night the Chinese Athletic Association defeated the Chinese Bathing Club by four goals to nil in the senior division of the water polo league.

The game drew quite a large attendance as there had been some doubt in the mind of "fans" as to which of the two teams was the stronger.

Both teams started erratically, and missed many opportunities of scoring. However, the backs of the Chinese Bathing Club were a little weaker than the opposing forwards and allowed two goals to slip in during the first half. Leung Siu Man playing for the losers was frequently pulled up for fouls just before the interval.

After resuming, the teams were responsible for some very poor play. Fouls were frequent and the shooting of the forwards was weak, many opportunities being missed from time to time. However the weak play of the C.B.C. backs was again the deciding factor as the Chinese Athletics managed to get in two more before the final whistle.

Although there was plenty of speed in both teams, the standard of play was far from high.

The Junior Game.

In the junior game, the Kowloon team simply swamped the Royal Corps of Signals, finishing up winners by six clear goals, scoring three in each half. The soldiers were very poor as a team and if they are going to improve at all they should practice more as a team in future than as individuals.

The Kowloon side was not particularly strong but the presence of a couple of experienced players made all the difference.

GOLF

CAPTAIN'S CUP AT FANLING.

In the Captain's Cup qualifying round played on June 6 and 7 at Fanling, E. J. Munro with a score of 87-12=73 qualified.

Others scores were:—
J. T. Richardson 96-18=78
C. C. Stark 86-7=79
There were 34 entries.

CARNERA CALLED UP.

GIVEN SEVEN MONTHS GRACE BY FRENCH ARMY.

Carnera, the boxer, was naturalised in France while working here some years ago as a navy, has been called up for military service, and posted to the 168th Infantry Regiment at Strasbourg. He has seven months in which to comply with his order.

The discovery that Carnera is of French nationality, although Italian born, was made on the eve of his fight with Young Stribling in Paris, at which to everybody's surprise he was announced as a Frenchman.

According to Carnera's own explanation he signed an application for naturalisation in order to facilitate his prospects of employment in France. At the same time he has declared that he did not understand the significance of the paper he had signed. Last year he stated that he proposed to regain his original Italian nationality and that he would not consent to do his military service in France.

U.S. BASEBALL

ATHLETICS AND CARDS WIN.

SLUGFEST BY INDIANS AND RED SOX.

New York, June 2.—Extending their leadership in the National League pennant race the St. Louis Cardinals nosed out the New York Giants by a score of 4 to 3 in St. Louis this afternoon. Playing at Shibe Park in Philadelphia the Athletics also retained their leadership in the American League pennant race by winning from the Chicago White Sox by a score of 3 to 2.

At the Yankee Stadium here in New York the New York Yankees vanquished the St. Louis Browns 9 to 2 and in a slugfest at Boston the Cleveland Indians won by a score of 12 to 11 from the Red Sox. There was a hit spree at Griffith Stadium in Washington where the Senators defeated the Detroit Tigers 5 to 3.

The Philadelphia Phillies travelled to Cincinnati where they trimmed the Reds 6 to 2 while in Chicago the Brooklyn Dodgers won 7 to 6 from the Cubs. Fans at Forbes Field in Pittsburgh saw the Pittsburgh Pirates sink the Boston Braves by a score of 4 to 3.

Babe Ruth Scores.

Babe Ruth went without a hit to-day but he took a base on balls and as a result managed to score a run for the Yankees. Lou Gehrig did some big stick work for the Yankees to-day. He socked a triple and a double. Bill Dickey helped the Yankees materially with his home run.

Ed Miller won the ball game for the Athletics to-day. In the second inning of the game in Quaker Town he cracked out a four master, scoring Jimmy Foxx, who was on base ahead of him. Miller's was the only home run for the Mackmen to-day.

The Pittsburgh Pirates won from the Braves by staging a ninth inning rally. They bunched three singles and from these hits they scored two runs.

Chuck Klein was in great form to-day. He socked two home runs, to help the Phillies further humble the Cincinnati Reds.

The only other home run of the day was poked out by Charlie Berry for the Boston Red Sox.

Following are the scores of the baseball games played in the major leagues on Tuesday, June 2:—

AMERICAN LEAGUE.

| | R. | H. | E. |
|--------------|----|----|----|
| St. Louis | 2 | 8 | 1 |
| New York | 0 | 12 | 0 |
| Cleveland | 12 | 15 | 6 |
| Boston | 11 | 17 | 0 |
| Chicago | 2 | 4 | 0 |
| Philadelphia | 3 | 9 | 2 |
| Detroit | 3 | 11 | 1 |
| Washington | 5 | 12 | 0 |

NATIONAL LEAGUE.

| | R. | H. | E. |
|--------------|----|----|----|
| Philadelphia | 6 | 11 | 1 |
| Cincinnati | 2 | 11 | 1 |
| Brooklyn | 7 | 9 | 0 |
| Chicago | 0 | 12 | 1 |
| Boston | 3 | 10 | 1 |
| Pittsburgh | 4 | 11 | 0 |
| New York | 3 | 11 | 0 |
| St. Louis | 4 | 13 | 1 |

The Standings.

Following are the standings of the baseball clubs in the major leagues after the games of Tuesday, June 2:—

NATIONAL LEAGUE.

| | Won | Lost | Pct. |
|--------------|-----|------|------|
| St. Louis | 25 | 11 | .694 |
| New York | 23 | 14 | .621 |
| Chicago | 21 | 16 | .567 |
| Boston | 19 | 19 | .500 |
| Brooklyn | 20 | 20 | .500 |
| Philadelphia | 10 | 20 | .333 |
| Pittsburgh | 18 | 22 | .450 |
| Cincinnati | 9 | 32 | .219 |

AMERICAN LEAGUE.

| | Won | Lost | Pct. |
|--------------|-----|------|------|
| Philadelphia | 29 | 10 | .743 |
| Washington | 25 | 16 | .609 |
| New York | 22 | 18 | .552 |
| Cleveland | 21 | 20 | .512 |
| Chicago | 17 | 22 | .435 |
| Detroit | 18 | 27 | .400 |
| St. Louis | 13 | 23 | .361 |
| Boston | 14 | 26 | .350 |

FILIPINO CLUB.

ANNUAL MEETING OF OFFICERS.

At the annual general meeting of the members of the Filipino Club the following officers were elected for the ensuing year:—

President, Dr. V. N. Atienza; Vice-President, Prof. F. Gonzalez; Hon. Secretary, D. Baudista; Hon. Treasurer, M. J. Rull; Committee, J. Angeles, I. S. Castro, F. Fernandez, E. Valera, E. A. Valeroso.

The birthday of Jose Rizal will be celebrated at the club house on Sunday evening, June 21, with a concert and an open air dance.

DAVIS CUP PLAYERS IN SHANGHAI.

FAR TOO GOOD FOR LOCAL MEN.

The Shanghai Lawn Tennis Association commenced its season's activities, last week, at the Corele Sportif Francais, with two exhibition matches in singles and doubles. The encounters were participated in by three well-known local players (S. Tawara, the winner of the Shanghai hard court championship for the past two years; Khoo Hoo-hye, the Singapore-born Chinese who won premier honours in the 8th Far Eastern Olympics, and R. Canavaro), in addition to three distinguished players in the persons of W. A. H. Duff, the Canadian Davis Cup player, E. D. Andrews, a New Zealand Davis Cup representative, and Count Delbosc.

The matches were witnessed by a capacity crowd. Though the scores were one-sided, the spectators were given a rare treat. Of the three visitors, Andrews showed up the best. He was very active and played a lively game. His drives, volleys, and service were well up to standard, and there were very few errors. Duff was very good at the net and, when paired with Andrews in the doubles, proved to be a great helper. The Count did not show much of his skill in the singles match against Tawara. His shots were erratic, though flashes of brilliancy were shown at times. His weakness lay in the backhand. Tawara noticed the weak spot in the opening games and he focussed on it to win the match comfortably. Nevertheless, the Count, by the use of well-placed chops, outwitted his opponent many times.

The Singles was won by 2-0 by the Japanese, while the doubles favoured Andrews and Duff by 3-1. Canavaro was off his usual form from the beginning to the end. He even missed his favourite volleys on numerous occasions. Khoo, likewise, could not get going and his returns were weak. The combination of Andrews and Duff was too much for Canavaro and Khoo, who were kept on the defensive.

Sir Patrick Hastings, quoting from a copy of notes which Dr. Snowden made at the time about Mrs. Oliver's health, read: "A more joyous and cheery day, followed by slight reaction."

"That was the day the cheque was given," observed counsel. "Are you seriously saying that an honest man could have taken £1,000 from a lady in her condition at that time?"

"Yes, in her condition an honest man would be justified," was the doctor's reply. Defendant said that he objected to being described as a psycho-analyst.

Sir Patrick: Why? Is it a reputable profession? There are a number of reputable men who use the psycho-analytical technique.

Mr. Justice Horridge: And charge three guineas a visit?—Yes. Dr. Snowden denied that he ever had any mental influence over Mrs. Oliver.

Sir Patrick: Did not Mrs. Oliver look upon you as someone almost omnipotent? Not in the least.

Did she insist upon seeing you every day?—She preferred me to.

Referring to Dr. Snowden's counter-claim for 72 guineas for 24 visits to Mrs. Oliver, Sir Patrick Hastings asked: "Don't you think you have had enough £1,350 in eighteen months?" Dr. Snowden: Mrs. Oliver has recovered her health. The hearing was adjourned.

A PSYCHOLOGIST'S DENIAL.

NO MENTAL INFLUENCE OVER PATIENT.

K.C. AND COUNTERCLAIM.

Further evidence was given at the resumed hearing in the King's Bench Division of the action in which Mrs. Ada Ann Oliver, of the Hotel Somerset, Orchard-street, London, sued Dr. Ernest Snowden, a psychologist, of New Cavendish-street, W., from whom she claimed damages for alleged fraudulent misrepresentation and alleged negligence as her medical adviser.

The defence was a denial of the allegations.

Mrs. Oliver alleged that while she was undergoing a course of treatment by Dr. Snowden he induced her to invest £1,000 in a sulphur-mining company by making representations that were not true.

Dr. Snowden, cross-examined by Sir Patrick Hastings, K.C., said that he became a director of the Northern and Eastern European Trading Company in May, 1928, at which time it had no assets.

Sir Patrick: Had it at any time any assets?—No. There had been in its earlier history £17,000 subscribed in cash for shares.

Shares at 5d. Each.

A large block of the shares, added Dr. Snowden, was transferred to him. He told Mrs. Oliver he had invested some of his own money in the company, which was a fact. The shares were bought for about 5d. a piece, and the £425 which he had paid was to be repaid when the company had sufficient funds.

The directors passed a resolution to that effect, but were afterwards advised that such a refund was not permissible, as the company was not a now one. The resolution, however, was recorded in the minutes of the meeting by an "inefficient secretary," and when the minutes were signed the resolution was overlooked. There was no intention at any time that this money should be returnable in cash, although he expected to get some shares in return.

Counsel: Will you tell the jury what in the world this company had by July, 1928, which would justify any honest man trying to persuade anyone to invest money in it?—There was existing an agreement between the concessionaire for a sulphur mine in Nisiro and a representative of the company's consulting engineers.

There were other agreements, added Dr. Snowden, as to the handing over of the mine, and the provision of working capital, and an undertaking by a company to purchase sulphur produced from the mine up to 100,000 tons a year.

A sum of £120,000 was to be paid to the concessionaire. Mrs. Oliver was the first person to pay any money to the company, and of the next twenty subscribers eleven were women.

Questioned about the transfer of shares in October, 1928, Dr. Snowden said that was done because they were seeking to deal on the Stock Exchange, and were told that a larger number of names on the register was required, which he agreed, would lead the Stock Exchange Committee into the honest belief that the company had a large number of shareholders.

"Business Honesty."

Sir Patrick Hastings: Do you think that is honest?—Not strict honesty, but business honesty. I was told that it was the usual practice.

"At the time," said Dr. Snowden, "I know nothing about business matters, and simply did what I was advised and instructed to do."

Sir Patrick: I am suggesting that this company was a complete swindle.

"Do you agree it would be an awful thing if a nervous specialist, attending a patient in need of her services, tried to persuade her to invest money in a wild cat scheme?" asked counsel.

"Yes," replied Dr. Snowden, who also said that he charged Mrs. Oliver three guineas for each visit to her, wherever she was staying. He considered his visits advisable in view of the state of her health. (Continued on previous column.)

BRITISH ARCTIC EXPEDITION.

ITS OBJECT AND HAZARDS.

POSSIBILITY OF AIR-ROUTE LANDING.

A great deal of publicity has been given to the British Arctic Air Route Expedition owing to the initial failure of a relief party in locating the observer's camp on the ice cap of Greenland, and the consequent anxiety for Mr. Augustine Courtauld's safety.

The difficulties which attended efforts to send assistance, and finally the successful flight of Captain Ahrenberg from Sweden to Greenland, organised and accomplished within a few days of the time when the help of the Swedish Aerobtransport Company was first sought, make a vivid appeal to the imagination. At the same time there is a natural feeling of admiration for the fortitude and hardihood exhibited by Mr. Courtauld in his self-appointed and hazardous task.

It is to be hoped, however, that the serious purpose of the venture will not be overlooked, and that it will be realised that this young man did not expose himself to the risk of destruction and the certainty of enduring those mental and physical discomforts, which a lonely vigil through a long Arctic winter must entail, merely for the love of adventure. Nor should it be said that this risk was unjustifiable, without due consideration of the facts. No step was taken without careful weighing of the chances as against the worth of the results which were hoped for.

The chief object of the expedition was to obtain accurate knowledge of winter conditions of the great ice plateau which is the interior of Greenland, hitherto unknown, and only to be known by personal observation. Such knowledge must be of real and practical value.

Justifiable Risks.

In the first place, it would decide the question whether it is possible to establish a landing place for aeroplanes available at all seasons, thus making practicable an air-service between Canada and Great Britain, and bringing Winnipeg within three days of London, a project of the highest importance to both countries.

In the second place, it would mark a very definite step forward in the study of the science of meteorology. Professor Einstein and other researchers in this field tell us that Greenland is the birthplace of atmospheric disturbances, and it must be obvious that facts concerning the weather in the place where the weather comes from, cannot fail to help those who make forecasts, and may indeed assist in preserving human life and property.

The facts are known to many and could obviously be elaborated but, thus shortly stated, may possibly convince others that any risks taken were justifiable, and that Mr. Watkins and the members of his party deserve well of the community. It was found impossible to leave more than one man at the advanced post in the circumstances, although the intention had been to provide for two—to be relieved at intervals. Unless some member had volunteered to remain alone the year would have been lost and the expedition forced to return without tangible results.

An undertaking, financed as this was by private subscription, having once failed, is not easy to repeat. It may, although equally arduous, have lacked the spectacular appeal of a dash to the Pole or an attempt on Mount Everest, but it will have added something to the sum of human knowledge and justified the facing of hazards inseparable from such endeavours.

DIVORCE DECREE IN TEN MINUTES.

"ROARING TRADE" EXPECTED AT RENO.

Reno, Nev., May 15.—A rush of 200 to 300 unhappy wives and husbands "enjo Nevada's" new high speed divorce bill was anticipated here with the State's air-week residence law definitely in effect. The bill was phrased to become effective "from and after May 1."

Reno's two district courts completed plans for handling separations at the rate of 100 a day, if necessary, to keep up with the expected deluge of petitions.

Each court expects to be able to award a divorce every ten minutes majority of the cases here are not in uncontested cases. The great majority of the cases here are not contested. The city has 130 law firms, each of which is expected to do a roaring trade.

BUSY MONTH FOR LEAGUE.

17 ORGANIZATIONS TO MEET.

UNPRECEDENTED ACTIVITY.

Geneva, June 1.—The month of June will be a record breaker in the League of Nations' activities, it was announced by the Secretariat to-day.

During the course of the month there will be meetings of no less than 17 different commissions and organizations of the League, a half dozen of those taking place in cities other than Geneva.

Throughout the entire month courses in malariaology will be held by League experts in four different cities—London, Hamburg, Paris and Rome. The League's International Health Organisation has specialized in the wiping out of malaria almost since the formation of the League, and its results and methods are now being passed on to health experts in other countries.

Fiscal Committee.

With the beginning of the month the League's fiscal committee already was in session dealing largely with the problems of double taxation and the stabilization of the purchasing power of gold. Tomorrow the League's gold delegation itself will meet to continue the efforts of the fiscal committee with regard to the problem of gold.

There will also meet to-morrow the League's Committee on Postal Air Transport which will endeavour to regulate the international aspects of this question.

On June 3 a committee will convene to consider the taxation of foreign newspapers and on June 8 there will be a meeting of the preparatory committee on calendar reform.

The latter is expected to complete all arrangements to be held in October at which the League hopes to secure the adoption of a new calendar of 13 months of 28 days each and with a fixed date for Easter.

Veterinary Questions.

The League's Permanent Mandates Commission will meet on June 9 and on June 11 there will be in session a delegation from the Economic Committee on veterinary questions.

On June 17 a special conference will be held at London for the purpose of launching the League's International Health organization on a study of the question of vitamins.

The League's Economic Committee will convene on June 18 and on June 23 there will meet in London the Health Committee's permanent committee for the standardization of serums.

On June 23 the Economic Consultation Committee will convene at Geneva and on June 29 there will be an international conference on rural hygiene.

On June 30 the drafting committee on the unification of transport statistics will convene. The entire month of June will witness a greater activity covering a greater number of fields than any previous month in the history of the League of Nations.

THREE YEARS FOR A GIRL.

"IMPORTANT CAPTURE" OF YOUNG THIEF.

"CURSE YOU BENNETT."

Isabella Brown, aged 22, a Camden Town milliner, was sentenced to three years' penal servitude at Alderson Sessions, accused of receiving property knowing it to have been stolen.

The police alleged that at a shop kept by Brown at Camden Town they found a quantity of stolen jewellery and other articles.

Mr. Levy, cross-examining: Was not your milliner's shop a mere blind for the selling of stolen property?—That is quite wrong, and I can prove it.

As she was led from the dock, Brown exclaimed: "Curse you, Bennett!"

Detective-Inspector Bennett said that Scotland Yard considered Brown's capture of the greatest importance. She was an associate of thieves who were active in London and the provinces. She was born at Newcastle-on-Tyne, and while attending school there was charged with stealing.

Stole Handbags.

In 1921 she was charged with larceny and sent to St. Joseph's Home, Sheffield. Later she went into domestic service in various hotels in London and Bristol, and in 1927 she was sentenced at West London Police Court for stealing handbags.

In October 1928, at the Central Criminal Court, she was sentenced to nine months' hard labour for shoplifting in West End stores.

Acting on her statement, the police visited a shop in Lollard Street, Kennington, but it was unoccupied. During the time that Brown had worked there, the place had been kept under observation for stolen property.

Shop as Dress Agency.

She took over a shop in Camden Town as a dress agency. The police inspected the books, but in only one case was the address of the purchaser given.

The police were satisfied that the business was run solely as a place for receiving stolen goods. The property recovered from her had been identified as having been stolen from places such as Putney, Cricklewood and Hendon.

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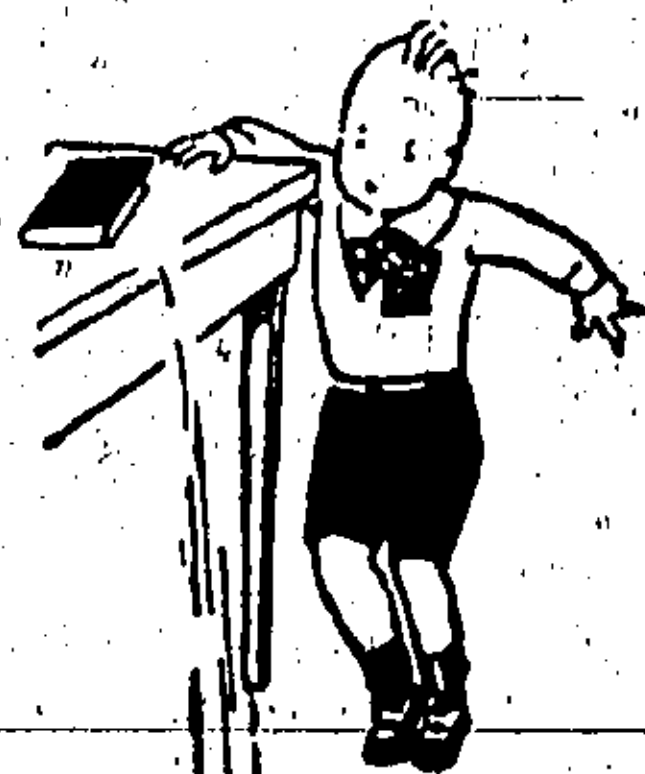


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Money and Markets

PLAN TO FREE GOLD.

CLOSING BRITISH MARKETS AGAINST AMERICA.

FALL OF PRICES DUE TO LOCKED-UP GOLD.

London, May 2.—British bankers and financiers are seriously concerned over threatened insolvencies and financial troubles in various parts of the world where British investments have been placed, notably in Australia, Brazil, Germany and Austria.

Mr. L. M. S. Amery, a former Colonial Secretary, declares that the fall of prices caused by the locking up of gold in the United States and in France is due to the financial policies of debt-receiving countries which refuse goods and demand gold, however little good it is to those countries and however badly it is needed by the rest of the world.

Mr. Amery says he sees no prospect of America or France reducing the one her debt claims, the other her reparations claims, nor of a lowering of their tariffs.

Reduced British Purchases.

The ex-Minister puts out an argument for reduction of British purchases in America. He says he estimates the excess of British imports from America over exports to America to be £120,000,000 annually. He considers that by closing British and Canadian markets against America in the same way that American markets are closed against British trade, British purchases from America might be reduced by about £100,000,000 annually. He believes this would be sufficient to liberate enough gold not only to stabilize world prices but to raise them.

RUBBER SLIGHTLY LOWER.

FRACTIONAL DECLINES IN NEW YORK.

New York, June 2.—Fractional declines were recorded on the New York rubber market to-day. The June quotation was unchanged at 6.25, but fractional losses were recorded among the futures. Trading was more active, with the contract turnover for standard No. 1 rubber totalling 78 lots as against 39 lots yesterday. Following are the closing futures price quotations for standard No. 1 rubber:—

| Month | June 1 | June 2 |
|-------|--------|--------|
| June | 6.25 | 6.25 |
| July | 6.36 | 6.33 |
| Aug. | 6.43 | 6.40 |
| Sept. | 6.50 | 6.47 |
| Oct. | 6.58 | 6.55 |
| Nov. | 6.65 | 6.62 |
| Dec. | 6.72 | 6.69 |
| Jan. | 6.79 | 6.76 |
| Feb. | 6.86 | 6.83 |
| Mar. | 6.93 | 6.90 |
| Apr. | 7.01 | 6.98 |
| May | 7.10 | 7.07 |

LOWER LEVELS FOR COTTON.

BOTH LIVERPOOL AND NEW YORK WEAKER.

Liverpool June 2. American Middling, July 4.83 4.83, Aug. 4.60 4.60, Oct. 4.72 4.64, Spot 4.78 4.64. Egyptian, Sakellaridis, F.G.F., Spot 7.80 7.60. New York Market.

New York, June 2.—Cotton prices declined to still lower levels on the New York cotton market to-day. At the close the spot raw cotton price was quoted at 8.35, off from yesterday's close at 8.65. The futures positions were correspondingly lower. Following are the closing raw cotton futures price quotations:—

| Month | June 1 | June 2 |
|-------|--------|----------|
| July | 8.47 | 8.28 |
| Oct. | 8.50 | 8.65 |
| Dec. | 9.02 | 8.87 |
| Jan. | 9.15 | 8.99 |
| Mar. | 9.37 | 9.17 |
| May | 9.35 | Unquoted |
| Spot | 8.65 | 8.35 |

SOLVING DRUG PROBLEM.

WORLD MONOPOLY SUGGESTED.

A SINGLE CENTRAL FACTORY.

Geneva, June 2.—Discussion regarding the trade in narcotics continued here to-day.

A Turkish delegate made the suggestion that there should be a world monopoly for the manufacture of raw morphine and cocaine, the monopoly to be granted to a single central factory to be established and operated directly under the control of the League of Nations. Turkey was prepared to contribute her share of the capital necessary for the establishment of such a factory.

He said otherwise it would be difficult for Turkey to approve direct limitation by quotas, for there were many peasants in Turkey who depended for a livelihood upon poppy growing. Turkey's economic interests were involved and he argued that if his scheme was not possible those economic interests should be protected by extending to raw opium the same quota system based upon existing production.

The Central Factory.

The scheme for a central factory, he said, would involve all the world's production of raw opium and coca leaves being sent to the Central factory, and it would only be possible for drug manufacturers to obtain their supplies of raw morphine and raw cocaine from that factory.

Turkey supported a proposal by the Argentine delegation for attacking the drug evil through the addicts themselves, and the President of the International Narcotic Education Association summed up the necessary strategy for attacking the evil as: "destroy the illicit traffic first and then control the legal traffic." He agreed that drug traffickers should be treated as pirates.

General discussion ended to-day. Tomorrow the conference will begin the real debate, with a draft convention as the basis for discussion.

MEMORIAL TO WAR DEAD.

CENOTAPH DEDICATED IN BERLIN.

OLD GUARD HOUSE CONVERTED.

Berlin, June 2.—Prussia's "cenotaph" was opened to-day in the Unter den Linden in the presence of President Hindenburg. The Memorial is an old guard house near the Royal Palace where formerly the soldiers on guard presented arms when the Kaiser passed.

The interior has been converted into a simple memorial hall with an opening in the roof through which sun, snow, and rain can come. It contains nothing but a black stone of Swedish granite about five feet high inscribed, "1914-1918," and a silver wreath below on another stone.

An Impressive Ceremony.

Berlin, June 2.—The Press of the Republican parties give to-day a prominent place to the speech made by the Prussian Premier, Dr. Otto Braun, one of the leaders of the Social Democratic Party, at the dedication of the cenotaph in memory of Germany's sons who were killed in the world war. The Prussian Premier, whose only son also lost his life at the front, emphasized that the cenotaph was destined to exhort those entering the hall or just passing it to emulate the spirit of sacrifice shown by those who had given their lives for the Fatherland and to serve the nation, the Fatherland and the state in a way that is in accordance with the dignity of mankind. "If all did that, Germany, in spite of all hardships that might still have to be faced, would not and never be lost," The Minister of Defence, Herr Groener, who spoke in a similar strain, placed on the memorial stone of the cenotaph a golden wreath made out of the old Prussian orders and medals that had been collected for that purpose and smelted down. The memorial hall will stand open for visitors day and night throughout the year.

SKELTON NAVY IN 1936.

COMPARISON WITH OTHER POWERS.

OUR "DAMNABLE SENTIMENT."

The real danger to this country of the Socialist Government's Naval policy, as exemplified by the London Naval Treaty, was emphasised at the annual meeting of the Grand Council and members of the Navy League held in the Central Hall, Westminster.

Lord Lloyd, who presided, in proposing a resolution, which was agreed to, calling on the Government "to build to the fullest extent up to the tonnage allowed by the Naval Treaty," spoke of the deplorable inadequacy of the cruiser, destroyer and submarine tonnage which we shall possess in 1936.

"At the present rate of building," he declared, "we shall not have 39 effective cruisers in four years' time. In the war we had some 400 destroyers; in four years' time we shall not have as many as 75. Taking submarines, which are building and projected to-day, we shall have only 66 at the end of the Treaty period, while Japan will have 71, Italy will have 70, France will have 110, and the United States of America 111.

Paying for Peace.

"Unilateral disarmament," he continued, "can very easily lead to the biggest war yet known in history. We have always got to pay for peace. We can either pay for the maintenance of an adequate Navy, which after all gives employment, as to 75 per cent. of the cost of a ship, to our own workpeople, or we can pay for it in ultimate disaster—the loss of our markets, the loss of our trade, and the loss of the confidence and trust of the peoples of our Empire overseas."

Mr. L. S. Amery made an earnest plea that we should not let ourselves be led into abandoning the essentials of security. He ridiculed the suggestion that the one condition of peace was the absence of armaments. "You might as well suggest," he said, "that all you need to do is to get rid of the police to put an end to the last vestiges of burglary and crime."

"The one certain and sure guarantee to our peace is to maintain a Navy strong enough to enable us to co-operate with each other against aggression and strong enough not to tempt others to make aggression upon us."

Not Saved by Sentiment.

Prebendary A. W. Gough described the Navy as the arm of righteousness and humanity. "There is no religious background to pacifism whatever," he declared. "There is no defence in weakness. This country suffers itself by damnable sentiment. Sentiment will not save the nation. I thank God for what Lord Lloyd has been doing to bring the notice of the people to this great question."

Two resolutions, one urging the Government to make no further reductions in Naval strength until reciprocal action has been taken by other Powers, and the other expressing the view that no economies should be effected in reserves of oil, spare guns, ammunition, and stores, and that the dockyards at home and abroad should be maintained in a fully efficient condition, were carried unanimously.

Sir Cyril Cobb, who moved the adoption of the annual report, said that 1930 had been one of the League's most successful years since the war. All the evidence showed that their work was really having its effect on popular opinion.

STUDENT ARRESTED FOR MURDER.

END OF SIX YEARS SEARCH BY POLICE.

West Orange, New Jersey, June 2.—Police here to-day arrested Philip Knapp, a former student at Cornell University, who is accused of the murder of Louis Penella on June 14, 1925.

It is alleged that after the slay Penella, Knapp wrote to his own father and described the thrill he experienced while taken the life of his victim.

Knapp is also suspected of having committed three axe murders in New York since he is alleged to have slain Penella.

During the past six years the prisoner has been sought in China, the Philippine Islands, and elsewhere. It is believed that he may have been seen in the United States Army, possibly under the name of Allen Phillips.

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SECOND ATTEMPT ON
KANCHENJUNGA.GERMAN EXPEDITION TO
CLIMB MOUNTAIN PEAK.

Munich, May 28.—The second German expedition to the Himalayas which, like the former one, will be led by the noted alpinist Paul Bauer who by profession is a public notary, left for India to-day to make another attempt to scale the third highest mountain peak in the world, the much-dreaded Kanchenjunga, which rises to a height of over 28,000 feet. The first expedition undertaken in 1929 reached an altitude of nearly 25,000 feet when extreme weather conditions forced the men to abandon the attempt.

The R.M.S. Empress of Canada arrived at Kobe on Sunday at noon, left that port at 10 p.m. the same day, and is due at Shanghai at 6 p.m. to-day (Tuesday). She leaves for Hong Kong at 4 p.m. to-morrow.

The R.M.S. Empress of Japan arrived at Honolulu on June 5 at 5 a.m., left that port at 4 p.m. the same day, is due at Vancouver to-morrow, and leaves Vancouver on June 20.

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel "MALAYAN PRINCE" having arrived from the above Port on 2nd instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 8th instant, at 10 a.m.

All Claims must be presented within 15 Days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Connaught Road, Telephone 23165. (814)

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| * S.S. "CARIGNANO" | 5th July | 5th July |
| * S.S. "VENEZIA" | 29th June | 2nd Aug. |
| * S.S. "PILONA" | 30th June | 18th July |
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|-----------------------|----------------------------|--------------------|
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| M.V. "RAMSES" (1) | Genoa, Rotterdam & Hamburg | 3 July |
| M.V. "LEVERKUSEN" (1) | Genoa, Rotterdam & Hamburg | 13 July |

Other Ports of Call if Inducement offers.

ARRIVALS FROM EUROPE.

| M.V. | FROM | DUE HONG KONG. |
|-----------------------|----------------------------|----------------|
| M.V. "LEVERKUSEN" (1) | Genoa, Rotterdam & Hamburg | 21 June |
| M.V. "SAUERLAND" (1) | Genoa, Rotterdam & Hamburg | 3 July |
| M.V. "RAMSES" (1) | Genoa, Rotterdam & Hamburg | 19 July |

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Pres. Van Buren, Dollar, June 28.
Pres. Garfield, Dollar, July 12.

AMOI.

Haiching, Douglas, June 9.
Tainan, B. & S., June 10.
Tjikombang, J.C.J.L., June 11.
Haiching, Douglas, June 12.
Antung, B. & S., June 14.
Haiching, Douglas, June 16.
Kumsang, Jardine's, June 17.
Tsiyuan, B. & S., June 17.
Tjikoboot, J.C.J.L., June 18.
Takada, B.I., June 19.
Tjinagara, J.C.J.L., June 24.
Suisang, Jardine's, July 1.
Sirdhana, B.I., July 3.

ANTWERP.

Vatorji Maru, N.Y.K., June 13.
Sauerland, J.C.J.L., June 20.
Kashima Maru, N.Y.K., June 27.
Malaya, Manners, July 2.
Kashgar, P. & O., July 4.
Yasukuni Maru, N.Y.K., July 11.

AUSTRALIAN PORTS.

Changto, B. & S., June 19.
Atsuta Maru, N.Y.K., June 27.
St. Albans, E. & A., July 3.

BALTIC PORTS.

Malaya, Manners, July 2.

BALTIMORE.

Irisbank, Bank, June 9.
Lonsiebank, Bank, July 14.

BANGKOK.

Kalgan, B. & S., June 14.

BARCELONA.

Sauerland, J.C.J.L., June 20.
Derfingler, Melchers, June 27.

BELAWAN-DELL.

Van Heutz, J.C.J.L., June 18.

BOMBAY.

Kaga Maru, N.Y.K., June 11.
Gange, Dodwell's, June 17.
Ranpara, P. & O., June 20.
Hakodate Maru, N.Y.K., June 27.
Carignano, Dodwell's, July 5.

BOSTON.

Irisbank, Bank, June 9.
Takaoka Maru, N.Y.K., June 13.
Pres. Monroe, Dollar, June 14.
Taketo Maru, N.Y.K., June 14.
Taishan, Dodwell's, June 18.
Pres. Van Buren, Dollar, June 28.
Cingalese Prince, Furness July 1.
Tatsuno Maru, N.Y.K., July 12.
Pres. Garfield, Dollar, July 12.
Lonsiebank, Bank, July 14.

BREMEN.

Lahn, Melchers, June 10.
Derfingler, Melchers, June 27.
Main, Melchers, June 30.
Oder, Melchers, July 12.

BRINDISI.

Gange, Dodwell's, June 17.
Carignano, Dodwell's, July 5.

CALCUTTA.

Hosang, Jardine's, June 16.
Calcutta Maru, N.Y.K., June 15.
Santhia, B.I., June 17.
Yuenang, Jardine's, June 22.
Merioke Maru, N.Y.K., June 20.
Taima, B.I., July 7.
Kumsang, Jardine's, July 9.

CASABLANCA.

Achilles, B.F., June 23.
Kashgar, P. & O., July 4.

CHANGTO.

Kueichow, B. & S., June 12.
Chipping, Jardine's, June 18.
Huichow, B. & S., June 23.
Cheongshing, Jardine's, July 2.

COLOMBO.

Porthos, M.M., June 9.
Sarpedon, B.F., June 10.
Kaga Maru, N.Y.K., June 11.
Katori Maru, N.Y.K., June 13.
Gleniffer, Jardine's, June 14.
Pres. Monroe, Dollar, June 14.
Gange, Dodwell's, June 17.
Chenoneaux, M.M., June 23.
Hakodate Maru, N.Y.K., June 27.
Kashima Maru, N.Y.K., June 27.
Pres. Van Buren, Dollar, June 28.
Carignano, Dodwell's, July 5.
Athos II, M.M., July 7.
Athos I, M.M., July 7.
Yasukuni Maru, N.Y.K., July 11.
Pres. Garfield, Dollar, July 12.

COPENHAGEN.

Malaya, Manners, July 2.

DALNY.

Chonan, B. & S., June 15.
Antenor, B.F., June 25.

DUTCH PORTS.

Sarpedon, B.F., June 10.
Katori Maru, N.Y.K., June 13.
Gleniffer, Jardine's, June 14.
Lahn, Melchers, June 10.
Sauerland, J.C.J.L., June 20.
Achilles, B.F., June 23.
City of Batavia, Bank, June 24.
Derfingler, Melchers, June 27.
Kashima Maru, N.Y.K., June 27.
Main, Melchers, June 30.
Malaya, Manners, July 2.
Kashgar, P. & O., July 4.
Nagara, Gilman's, July 4.
Patroclus, B.F., July 8.
Rames, J.C.J.L., July 8.
City of Bombay, Bank, July 10.
Yasukuni Maru, N.Y.K., July 11.
Oder, Melchers, July 12.

FOOCHOW.

Haiching, Douglas, June 9.
Haining, Douglas, June 12.
Kueichow, B. & S., June 12.
Haiching, Douglas, June 16.
Chipping, Jardine's, June 18.
Huichow, B. & S., June 23.
Cheongshing, Jardine's, July 2.

GENOA.

Pres. Monroe, Dollar, June 14.
Dakar Maru, N.Y.K., June 15.
Gange, Dodwell's, June 17.
Sauerland, J.C.J.L., June 20.
Meriones, B.F., June 21.
Derfingler, Melchers, June 27.
Pres. Van Buren, Dollar, June 28.
Nagara, Gilman's, July 4.
Carignano, Dodwell's, July 5.
Rames, J.C.J.L., July 8.
Pres. Garfield, Dollar, July 12.

GLASGOW.

Sarpedon, B.F., June 10.
Meriones, B.F., June 21.
Adrastus, B.F., July 2.
Patroclus, B.F., July 8.

GOTHENBURG.

Nagara, Gilman's, July 4.

HAIPHONG AND HOIHOW.

Kiungchow, B. & S., June 10.
Kingyuan, B. & S., July 3.

HAMBURG.

Sarpedon, B.F., June 10.
Lahn, Melchers, June 10.
Gleniffer, Jardine's, June 14.
Sauerland, J.C.J.L., June 20.
Achilles, B.F., June 23.
City of Batavia, Bank, June 24.
Derfingler, Melchers, June 27.
Main, Melchers, June 30.
Malaya, Manners, July 2.
Nagara, Gilman's, July 4.
Patroclus, B.F., July 8.
Rames, J.C.J.L., July 8.
City of Bombay, Bank, July 10.
Oder, Melchers, July 12.

HAVANA.

Takaoka Maru, N.Y.K., June 13.

HAVRE.

Meriones, B.F., June 21.
City of Batavia, Bank, June 24.
Adrastus, B.F., July 2.

HONOLULU.

Taiyo Maru, N.Y.K., June 9.
Emp. of Canada, C.P.S., June 20.
Chichibu Maru, N.Y.K., June 24.
Ginyo Maru, N.Y.K., June 30.
Tatsuta Maru, N.Y.K., July 5.

JAPAN PORTS.

Athos, M.M., June 9.
Dardanus, B.F., June 9.
Perim, P. & O., June 9.
Taiyo Maru, N.Y.K., June 9.
Mirapora, P. & O., June 10.
Iakone Maru, N.Y.K., June 12.
Oder, Melchers, June 13.
Padua, P. & O., June 13.
Takaoka Maru, N.Y.K., June 13.
Mentor, B.F., June 15.
Tottori Maru, N.Y.K., June 16.
Kumsang, Jardine's, June 17.
Schlesien, Melchers, June 17.
Delagon Maru, N.Y.K., June 18.
Taishan, Dodwell's, June 18.
Kamo Maru, N.Y.K., June 19.
Philoctetes, B.F., June 19.
Rawalpindi, P. & O., June 19.
Takada, B.I., June 19.
Akita Maru, N.Y.K., June 20.
Emp. of Canada, C.P.S., June 20.
Leverkusen, Melchers, June 21.
Sorbino, B.F., June 21.
D'Artagnan, M.M., June 23.
Ceylon, Gilman's, June 24.
Chichibu Maru, N.Y.K., June 24.
Ixion, B.F., June 27.
Nagato Maru, N.Y.K., June 27.
Soma, P. & O., June 27.
Suwa Maru, N.Y.K., June 27.
Yid Maru, N.Y.K., June 29.
Venezia, Dodwell's, June 29.
Ginyo Maru, N.Y.K., June 30.
Hoian Maru, N.Y.K., June 30.
Pilana, Dodwell's, June 30.
Suisang, Jardine's, July 1.
Emp. of Russia, C. P. S., July 3.
Glenishel, Jardine's, July 3.
Khyber, P. & O., July 3.
Sirdhana, B.I., July 3.
Tatsuno Maru, N.Y.K., July 4.
Rhexenor, B.F., July 5.
Nellere, E. & A., July 6.
Saarland, J.C.J.L., July 6.
Andre Lebon, M.M., July 7.
Tatsuta Maru, N.Y.K., July 8.
Isar, Melchers, July 10.
Machaco, B.F., July 11.
Autolyus, B.F., July 13.

KEELUNG.

Oder, Melchers, June 13.

LIVERPOOL.

Dakar Maru, N.Y.K., June 15.
Meriones, B.F., June 21.
Adrastus, B.F., July 2.

LONDON.

Sarpedon, B.F., June 10.
Katori Maru, N.Y.K., June 13.
Gleniffer, Jardine's, June 14.
Lahn, Melchers, June 10.
Gange, Dodwell's, June 17.
Ranpara, P. & O., June 20.
Achilles, B.F., June 23.
City of Batavia, Bank, June 24.
Kashima Maru, N.Y.K., June 27.
Kashgar, P. & O., July 4.
Carignano, Dodwell's, July 5.
City of Bombay, Bank, July 10.
Yasukuni Maru, N.Y.K., July 11.
Tinhow, Bank, July 12.

LOS ANGELES.

Taiyo Maru, N.Y.K., June 9.
Pres. Wilson, Dollar, June 11.
Taishan, Dodwell's, June 18.
Pres. Johnson, Dollar, June 23.
Chichibu Maru, N.Y.K., June 24.
Ginyo Maru, N.Y.K., June 30.
Pres. Jackson, A.M.L., July 7.
Tatsuta Maru, N.Y.K., July 8.

MANILA.

Tjikobang, J.C.J.L., June 9.
Emp. of Canada, C.P.S., June 12.
Pres. Monroe, Dollar, June 14.
Changto, B. & S., June 19.
Pres. Lincoln, Dollar, June 20.
Tjikombang, J.C.J.L., June 23.
Emp. of Russia, C.P.S., June 25.
Atsuta Maru, N.Y.K., June 27.
Derfingler, Melchers, June 27.
Pres. Van Buren, Dollar, June 28.
St. Albans, E. & A., July 3.
Nagara, Gilman's, July 4.
Tjinagara, J.C.J.L., July 7.
Shinyo Maru, N.Y.K., July 13.

MARSEILLES.

Porthos, M.M., June 9.
Sarpedon, B.F., June 10.
Katori Maru, N.Y.K., June 13.
Dakar Maru, N.Y.K., June 15.
Gange, Dodwell's, June 17.
Meriones, B.F., June 21.
Achilles, B.F., June 23.
Chenoneaux, M.M., June 23.
Kashima Maru, N.Y.K., June 27.
Adrastus, B.F., July 2.
Nagara, Gilman's, July 4.
Carignano, Dodwell's, July 5.
Athos II, M.M., July 7.
Patroclus, B.F., July 8.
Kumsang, Jardine's, July 9.
Yasukuni Maru, N.Y.K., July 11.
Pres. Garfield, Dollar, July 12.

PORT SAID.

Porthos, M.M., June 9.
Sarpedon, B.F., June 10.
Katori Maru, N.Y.K., June 13.
Dakar Maru, N.Y.K., June 15.
Gange, Dodwell's, June 17.
Meriones, B.F., June 21.
Achilles, B.F., June 23.
Chenoneaux, M.M., June 23.
Kashima Maru, N.Y.K., June 27.
Adrastus, B.F., July 2.
Nagara, Gilman's, July 4.
Carignano, Dodwell's, July 5.
Athos II, M.M., July 7.
Patroclus, B.F., July 8.
Yasukuni Maru, N.Y.K., July 11.

RANGOON.

Calcutta Maru, N.Y.K., June 15.
Merioke Maru, N.Y.K., June 20.

SAIGON.

Porthos, M.M., June 9.
Chenoneaux, M.M., June 23.
Athos II, M.M., July 7.

SANDAKAN.

Marsang, Jardine's, June 21.
Hinsang, Jardine's, July 1.

SAN FRANCISCO.

Taiyo Maru, N.Y.K., June 9.
Pres. Wilson, Dollar, June 11.
Takaoka Maru, N.Y.K., June 13.
Taishan, Dodwell's, June 18.
Pres. Johnson, Dollar, June 23.
Chichibu Maru, N.Y.K., June 24.
Ginyo Maru, N.Y.K., June 30.
Tatsuta Maru, N.Y.K., July 4.
Pres. Jackson, A.M.L., July 7.
Tatsuta Maru, N.Y.K., July 8.

SCANDINAVIAN PORTS.

Malaya, Manners, June 28.
Nagara, Gilman's, July 4.

SEATTLE.

Pres. Jefferson, A.M.L., June 14.
Ixion, B.F., June 27.
Pres. Lincoln, Dollar, June 28.
Hoian Maru, N.Y.K., June 30.
Pres. Cleveland, Dollar, July 12.

SHANGHAI.

Athos, M.M., June 9.
Dardanus, B.F., June 9.
Luchow, B. & S., June 9.
Perim, P. & O., June 9.
Taiyo Maru, N.Y.K., June 9.
Hopang, Jardine's, June 10.
Mirapora, P. & O., June 10.
Tsinan, B. & S., June 10.
Chungking, B. & S., June 11.
Tjikombang, J.C.J.L., June 11.
Iakone Maru, N.Y.K., June 12.
Changto, B. & S., June 13.
Oder, Melchers, June 13.
Takaoka Maru, N.Y.K., June 13.
Fooshing, Jardine's, June 13.
Sunning, B. & S., June 14.
Chonan, B. & S., June 15.
Mentor, B.F., June 15.
Sinkiang, B. & S., June 16.
Tottori Maru, N.Y.K., June 16.
Kumsang, Jardine's, June 17.
Schlesien, Melchers, June 17.
Taishan, B. & S., June 17.
Delagon Maru, N.Y.K., June 18.
Taishan, Dodwell's, June 18.
Tjikoboot, J.C.J.L., June 18.
Kamo Maru, N.Y.K., June 19.
Philoctetes, B.F., June 19.
Rawalpindi, P. & O., June 19.
Emp. of Canada, C.P.S., June 20.
Hangsang, Jardine's, June 21.
Leverkusen, J.C.J.L., June 21.
Sorbino, B.F., June 21.
D'Artagnan, M.M., June 23.
Ceylon, Gilman's, June 24.
Chichibu Maru, N.Y.K., June 24.
Tjinagara, J.C.J.L., June 24.
Antenor, B.F., June 25.
Africa, Manners, June 27.
Soma, P. & O., June 27.
Suwa Maru, N.Y.K., June 27.
Iyo Maru, N.Y.K., June 29.
Venezia, Dodwell's, June 29.
Hoian Maru, N.Y.K., June 30.
Pilana, Dodwell's, June 30.
Saarbruecken, Melchers, July 1.
Emp. of Russia, C. P. S., July 3.
Glenishel, Jardine's, July 3.
Khyber, P. & O., July 3.
Tatsuno Maru, N.Y.K., July 4.
Rhexenor, B.F., July 5.
Nellere, E. & A., July 6.
Saarland, J.C.J.L., July 6.
Andre Lebon, M.M., July 7.
Helenus, B.F., July 7.
Tatsuta Maru, N.Y.K., July 8.
Isar, Melchers, July 10.
Machaco, B.F., July 11.
Autolyus, B.F., July 13.

SINGAPORE.

Porthos, M.M., June 9.
Sarpedon, B.F., June 10.
Kaga Maru, N.Y.K., June 11.
Katori Maru, N.Y.K., June 13.
Antung, B. & S., June 14.
Gleniffer, Jardine's, June 14.
Pres. Monroe, Dollar, June 14.
Calcutta Maru, N.Y.K., June 15.
Dakar Maru, N.Y.K., June 15.
Hosang, Jardine's, June 16.
Lahn, Melchers, June 16.
Gange, Dodwell's, June 17.
Santhia, B.I., June 17.
Van Heutz, J.C.J.L., June 18.
Meriones, B.F., June 21.
Kumsang, Jardine's, June 22.
Achilles, B.F., June 23.
Chenoneaux, M.M., June 23.
Sarpedon, B.F., June 23.
Hakodate Maru, N.Y.K., June 27.
Kashima Maru, N.Y.K., June 27.
Pres. Van Buren, Dollar, June 28.
Pres. Van Buren, Dollar, June 28.
Merioke Maru, N.Y.K., June 28.
Taima, B.I., June 29.
Main, Melchers, June 30.
Adrastus, B.F., July 2.
Nagara, Gilman's, July 4.
Carignano, Dodwell's, July 5.
Athos II, M.M., July 7.
Patroclus, B.F., July 8.
Kumsang, Jardine's, July 9.
Yasukuni Maru, N.Y.K., July 11.
Oder, Melchers, July 12.
Pres. Garfield, Dollar, July 12.

SOUTH AFRICAN PORTS.

Tinhow, Bank, July 12.

SOUTH AMERICAN PORTS.

Ginyo Maru, N.Y.K., June 30.

SWATOW.

Haiching, Douglas, June 9.
Hopang, Jardine's, June 10.
Chipping, Jardine's, June 18

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION Co.'s
Steamer "PERIM."

ARRIVED HONG KONG ON
8th JUNE, 1931.

FROM ANTWERP, LONDON, GIBRA-
LTAH, MARSEILLES, MALTA,
PORT SAID, ADEN, COLOMBO
AND STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the Hong Kong
and Kowloon Wharves and Godowns
Company's Godowns at Kowloon, where
each Consignment will be sorted out
Mark by Mark and Delivery can be
obtained as the Goods are landed.

Optional Goods will be landed here
unless Instructions have been given to
the contrary Six hours before arrival of
the Steamer.

Goods not cleared within 8 days, in-
cluding date of arrival, will be subject to
Rent.

No Fire Insurance will be effected by
us in any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Con-
signees, and the Company's Surveyors,
Messrs. GODDARD & DOUGLAS, at 10 A.M.
on Mondays and Thursdays, within the
Free Storage period.

All Claims against the Steamer must
be presented to the Underwriter on or
before 28th June, 1931, or they will
not be recognized.

No Claims will be admitted after the
Goods have left the Godown.

MAKINSON, MACKENZIE & Co.,
Agents.

Hong Kong, 8th June, 1931. [391]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM NAVI-
GATION CO., LTD.

CONSIGNEES per Co.'s Vessel

"AUTOMEDON"

FROM UNITED KINGDOM VIA
SINGAPORE

are hereby notified that their Cargo will
be discharged into Holt's Wharf, Kowloon,
where it will lie at Consignees' risk and
subject to Terms and Conditions of
Storage at Holt's Wharf. The Cargo
will be ready for Delivery from Godown
on and after 8th June.

Optional Cargo will not be landed here,
unless Notice has been given prior to
Vessel's arrival, but carried on from
port to port to the final port of call to
which the option extends.

All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined on any Tuesdays and
Fridays between the hours of 10.45 A.M.
and Noon, within the Free Storage period.

No Claims will be admitted after the
Goods have left the Vessel's Godown,
and all Goods remaining undelivered after
the 15th June will be subject to Rent.

All Claims against the Vessel must
be presented to the Underwriter on or
before 28th June, or they will
not be recognized.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.

8th June, 1931. [833]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN
LINE

FROM
NEW YORK, PHILADELPHIA
AND MARSEILLES.

THE Steamship

"CITY OF BOMBAY"
having arrived, Consignees of Cargo by
her are informed that all Goods are being
landed at their risk into the hazardous
and/or extra-hazardous Godowns of
Holt's Wharf, whence Delivery may be
obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after 15th
June, 1931, will be subject to Rent.

All Claims against the Steamer must
be presented to the Underwriter on or
before 20th June, 1931, or
they will not be recognized.

All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined on any Tuesdays or
Fridays, between the hours of 10.45 a.m.
and Noon, within the Free Storage
period of One Week.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.

Hong Kong, 8th June, 1931. [289]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS,
LIMITED.

FROM MIDDLEBRO, LONDON
AND STRAITS.

The Steamship "BENLAVERS"

CONSIGNEES of Cargo are hereby

informed that all Goods are being
landed at their risk into the hazardous
and/or extra-hazardous Godowns of the
Hong Kong and Kowloon Wharf and
Godowns Company, Ltd., whence and/or
from the wharves, Delivery may be obtained.

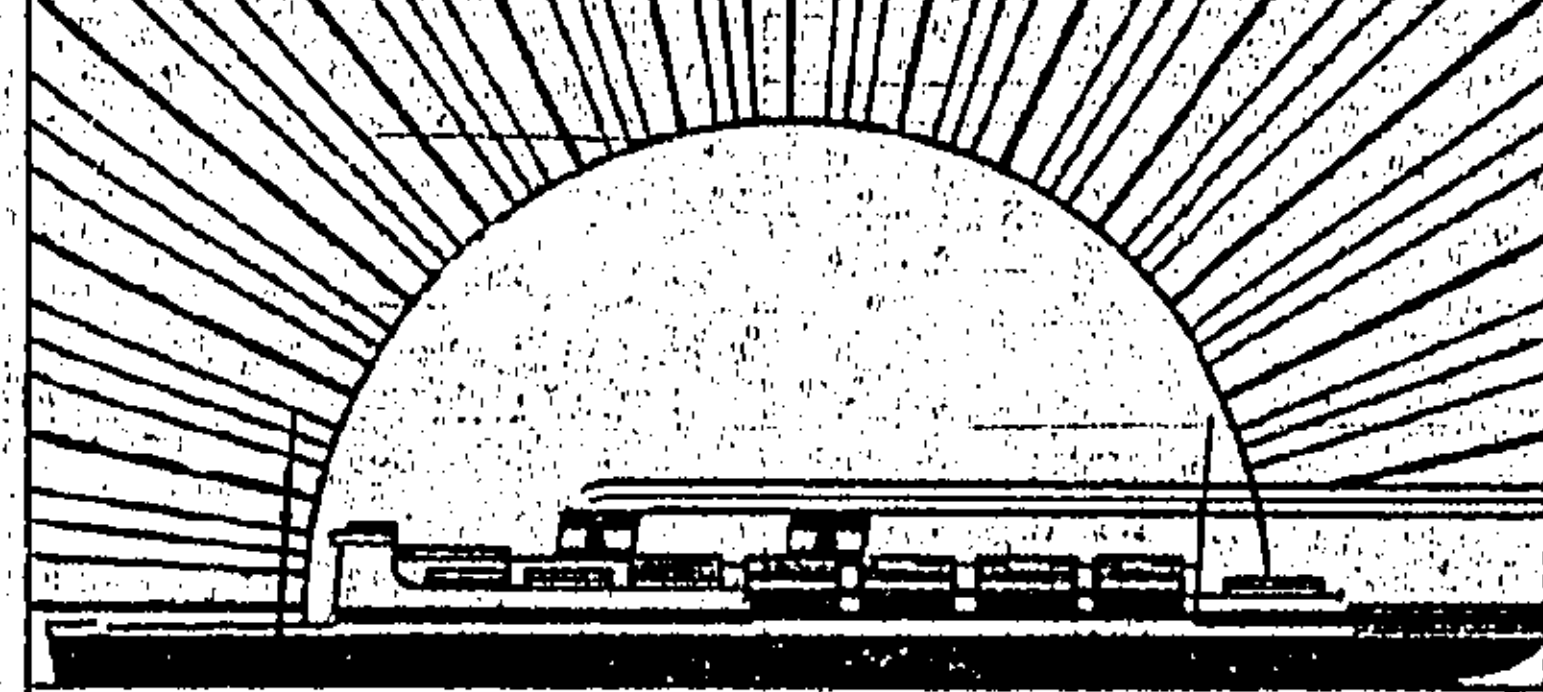
No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
11th June, will be subject to Rent.

All Claims against the Steamer must
be presented to the Underwriter on or
before the 25th June, or they will not
be recognized.

All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined on the 10th June,
at 10 a.m., by Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 4th June, 1931. [818]

DOLLAR LINE
SPLENDOURTHE SUN
ECLIPSE

ANNOUNCING TWO NEW SUPER
LUXURY STEAMERS

PRESIDENT HOOVER
PRESIDENT COOLIDGE

There is an atmosphere of home in all
Dollar Line travel, long held in high esteem
by travellers to and from the Orient; an
intimacy which can only make the voyager
feel he is a welcome guest aboard.

Although still more gigantic in size, more
excellent in appointments, possessed of even
daintier bedroom suites and more luxurious
salons, the two new vessels which sail
homeward in the Autumn will retain that
selfsame friendly spirit which lingers in
the memory of all who have enjoyed travel
in the easy riding President Liners.

NOBLEST VESSELS
ON THE PACIFIC

DOLLAR STEAMSHIP LINE
AMERICAN MAIL LINE

THE PERFECT HOLIDAY.

JAVA Good hotels in cool mountain
resorts.

Good trains, excellent motor-
smoothing asphalt roads.

BALI Regular daily air services.
Interesting native life.

HONG KONG—MANILA—MAKASSAR—BATAVIA—SOERABATA—
BATAVIA—HONG KONG.

FARE 244/5. Inclusive of Railway and Aeroplane Fares.

THOS. COOK

You may book with AMERICAN EXPRESS

JAVA CHINA JAPAN LIJN

TO BATAVIA—Through Java and Bali back via Macassar.

S.S. "TJISONDARI" S.S. "TJISALAK" S.S. "TJILEBOET"

16th June. 30th June. 14th July.

TO BALI via Manila—Makassar—Soerabata back through Java
via Batavia.

S.S. "TJIDAK" S.S. "TJIKEMPA" M.S. "TJINEGARA"

9th June. 23rd June. 7th July.

TO AMOY AND SHANGHAI.

S.S. "TJIKEMPA" S.S. "TJILEBOET" M.S. "TJINEGARA"

11th June. 18th June. 24th June.

For further particulars apply to—

JAVA-CHINA-JAPAN LIJN.

York Building. Telephone 28015.

CONSIGNEE NOTICES.

HAMBURG-AMERIKA LINE.

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA
PORTS.

THE Motor Vessel

"E. A. M. S. S."

having arrived, Consignees of Cargo are
hereby notified that their Goods are
being landed and placed at their risk in
the Hong Kong and Kowloon Wharf and
Godowns Company's Godowns at Kowloon,
where Delivery may be obtained as the
Goods are landed.

Optional Cargo will be landed, unless
Notice has been given prior to Vessel's
arrival.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
12th June, 1931, will be subject to Rent.

All broken, chafed and damaged Goods
are to be left in the Godowns, where
they will be examined on the 12th June, 1931,
at 10 a.m., by our Surveyors, Messrs.
GODDARD & DOUGLAS.

All Claims against the Steamer must
be presented to the Underwriter on or
before the 25th June, or they will not
be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the Underwriter.

JENSEN & CO.,
Agents.

Hong Kong, 8th June, 1931. [830]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA
PORTS.

THE Motor Vessel

"GLENAPP"

having arrived, Consignees of Cargo by her are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or
extra-hazardous Godowns of the
Hong Kong and Kowloon Wharf and
Godowns Company, Limited, whence,
and/or from the wharves, Delivery may
be obtained.

Goods not cleared by the 14th June,
1931, at Noon, will be subject to Rent.

All broken, chafed and damaged
Packages are to be left in the Godowns
where they will be examined in the pre-
sence of Consignees by Messrs. GODDARD
& DOUGLAS, on 15th June, 1931,
at 10 a.m. Claims against the Vessel,
including those for Cargo short delivered
must be presented on the 25th June
provided, and must also be submitted
within 60 days of arrival, otherwise
they will not be recognized.

No Fire Insurance will be effected by
us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hong Kong, 7th June, 1931. [629]

DAILY SHARE QUOTATIONS

HONG KONG STOCK
EXCHANGE.

SHAREBROKERS'
ASSOCIATION.

MONDAY,
JUNE 8.

Bankers

H.K. Bankers \$2,005 \$2,010
Do. (London)
Chartered Bank \$212
Morse & Co. "A" \$20
Do. "C" \$21
Bank of East Asia \$198

Insurance

Canton Insurance \$1,480
Underwriters \$5.80
North China \$180
Union Insurance \$65
Yangtze Insurance \$60
China Fire \$675
H.K. Fire \$1,388

Shipping

Douglas \$34
Steamboats \$37
Indos (prof.) \$40
Do. (single) \$30
Shell Transport \$39
Water boats (old) \$34

Mining

Benquet \$84
Venezuela Gold Fids \$3
Kailans \$8/8
Langkats (comb.) \$1.13
Do. (single) \$81
Explorations \$7.3
Shanghai Loans \$7.4
Rasbi \$38
Tronoh Mines \$11

Docks, Wharves,
Godowns, etc.

H.K. & K. Wharves \$169
Providents (old) \$5.75
Do. (new) \$5.85
H.K. Docks \$2.75
South China Motors \$2.74
Shanghai Docks \$10
New Engineering \$11.13
Hongkows \$7.6

Lands, Hotels, and
Buildings

H.K. & S. Hotels \$17
Do. rights \$94
Do. ex rights \$93
H.K. & S. Hotels \$14.40
Shanghai Lands \$21.2
H.K. Realty \$21.2
Humphreys (old) \$90
Do. (new) \$21
Chinese Estates \$21

Cotton Mills

Eweo \$18.60
Shai Cottons \$1.99
Zoong Sing \$1.10

Public Utilities

Tramways \$314
Peak Trams (new) \$7
Star Ferry \$97
China Light \$27
H.K. Electric \$63
Macao do \$12
Sandakan Light \$33
Telephones (fully pd.) \$39
Do. (part pd.) \$39
China Buses \$7
Tractions \$7
Do. (prof.) \$7
Yamati Ferry \$7

Industrials

China Sugars \$6.70
Malayan Sugars \$39
Caldbeck (ord.) \$14
Macgregors (prof.) \$104
Canton Iron \$4.30
Cements (comb.) \$301
Do. (old) \$154
Do. (new) \$6.86
Bopos \$224

Miscellaneous

Dairy Farms \$301
Der A. Wings \$26
Amusements (old) \$26
Do. (new) \$26
Ch. Entertainment (old) \$17
Do. (new) \$161
Constructions \$83
Lane Crawfords \$6.80
Mackintosh \$6.96
Nanyang Tobacco \$4.30
Shanghai \$141
Wm. Powells \$16
Wm. Powells \$16
B. Ind. G. Bonds \$7
H.K. Govt. Loans \$104

FOR

WEEK DAYS

SUNDAYS & HOLIDAYS

FROM G.P.O.

FROM SHANGHAI

FROM G.P.O.

FROM SHANGHAI

FROM G.P.O.

FROM SHANGHAI

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FROM SHANGHAI

FROM G.P.O.

FROM SHANGHAI

FROM G.P.O.

FROM SHANGHAI

FROM G.P.O.

FROM SHANGHAI

FOREIGN MAILS

RADIO NOTICE

Individuals and firms are recommended to register their telegraphic

addresses at the Radio Office. No charge is made for this.

Letters and postcards for Europe and South America are forwarded

"via Siberia" if so superscribed.

INWARD MAILS.

| FROM | FROM | DO |
|--------------------------------------|----------------|-----------|
| BAIKOV | Athos II | 9th June |
| STRAITS | Van Heuts | 9th June |
| STRAITS | Minapora | 9th June |
| STRAITS | Sarpedon | 9th June |
| JAPAN, SHANGHAI and EUROPE (via) | Portos | 9th June |
| SIBERIA (London, 21st May) | Swearing | 10th June |
| SHANGHAI and SWATOW | Tyikombang | 10th June |
| JAVA | Free Wilson | 10th June |
| MANILA | Hakone Maru | 12th June |
| EUROPE via NIOBATAN (Letters and) | Katori Maru | 12th June |
| Papers London, 14th May) | Ohangis | 12th June |
| JAPAN and SHANGHAI | Emp. of Canada | 12th June |
| AUSTRALIA and MANILA | Shingo Maru | 12th June |
| CANADA, U.S.A., HONOLULU, JAPAN and | Free Wilson | 13th June |
| SHANGHAI (Vancouver, B.C., 23rd May) | Free Wilson | 15th June |
| JAPAN and SHANGHAI | Kawo Maru | 15th June |
| U.S.A., HONOLULU, JAPAN and SHANG- | Ohichibu Maru | 19th June |
| HAIR (San Francisco, 18th May) | Gingyo Maru | 23rd June |
| U.S.A., HONOLULU, JAPAN and SHANGHAI | Aluta Maru | 26th June |
| (San Francisco, 19th May) | Kashima Maru | 26th June |
| AUSTRALIA and MANILA | Syowa Maru | 27th June |
| U.S.A., HONOLULU, JAPAN and SHANG- | | |
| HAIR (San Francisco, 28th May) | | |
| JAPAN and SHANGHAI | | |
| JAPAN | | |
| JAPAN and SHANGHAI | | |
| STRAITS | | |

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes

earlier than the time given below unless otherwise stated, and

where mails are advertised to close at or before 9 a.m. registered

and parcel mails are closed at 5 p.m. on the previous day.

| For | Per | Date and Time |
|--|-----------------|--|
| Shanghai, Japan, *Honolulu and *San Francisco—due San Francisco, 3rd July | Taiyo Maru | Tuesday, 9th Letters 8.30 |
| Manila and Java via Sourabaya | Tybadak | 12.30 |
| Formosa | Perim | 12.30 |
| Baigon, Ceylon, India, Mauritius, *East and *South Africa, Aden, *Egypt and *EUROPE via Marseilles—due Marseilles, 11th July | Portico | Kowloon Reg. 10.00 Letters 1.00 G.P.O. Reg. 12.45 Letters 1.30 |
| Port Bayard, Hoihow, Pakhoi and Haiphong | Tunkin | 1.00 |
| Swatow, Amoy and Foochow | Hatching | 1.00 |
| Shanghai, Japan, and *EUROPE via Siberia | Athos II | 2.30 |
| Be'gon | Hakone | 3.30 |
| Amoy and Formosa | Sourabaya Maru | 5.00 |
| Hoihow | Hakone | 5.00 |
| Swatow | Van Heuts | 5.00 |
| Swatow | Hipsang | Wednesday, 10th 8.30 |
| Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 8th July | Sarpedon | Kowloon P.O. Reg. 9.00 Letters 10.00 G.P.O. Reg. 9.45 Letters 10.30 |
| Amoy | Tinan | Reg. 8.30 Parcels 3.00 |
| Japan, Honolulu, and *San Francisco—due San Francisco, 2nd July | Pres. Wilson | Reg. 4.45 Letters 5.00 Reg. 5.00 Letters 6.00 |
| Shanghai and *EUROPE via Siberia | Pres. Wilson | Thursday, 11th 8.30 |
| Hoihow, Pakhoi and Haiphong | Menado Maru | Friday, 12th 1.00 |
| Swatow, Amoy and Foochow | Hai Ning | 2.00 |
| Shanghai, Japan, and *EUROPE via Siberia | Hakone Maru | 2.30 |
| Manila | Emp. of Canada | Kowloon P.O. Reg. 4.30 Let. 12.45 G.P.O. Reg. 12.45 Letters 2.30 |
| Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 18th July | Katori Maru | Saturday, 13th 1.00 |
| Shanghai, Japan, Canada, U.S.A., C. and S. America and *EUROPE via Victoria, B.C.—due Victoria, B.C., 30th June, and *EUROPE via Siberia | Pres. Jefferson | Parcels 3.00 Box. 4.00 Letters 5.00 |
| Amoy | Saiting | Sunday, 14th 1.00 |
| Bangkok via Swatow | Kaloon | 8.00 |
| Swatow, Amoy and Formosa | Huana Maru | 9.00 |
| Straits and Calcutta | Hoihow | Tuesday, 15th Parcels 2.00 |
| Swatow, Amoy and Foochow | Haiyang | Letters 1.00 |
| Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 30th June | Ohangis | Thursday, 18th Parcels 5.00 Reg. 12.45 Letters 10.00 |
| Japan | Kamo Maru | Friday, 19th 1.00 |
| Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 17th July | Rampura | Kowloon P.O. Parcels 4.00 Reg. 30th 9.45 Letters 10.00 G.P.O. Par. 12th 5.00 Reg. 20th 9.45 Letters 10.00 |
| Sandakan | Mauang | Sunday, 21st 8.30 |

CHINA NAVIGATION COMPANY, LIMITED.

| | | |
|--|-------------|----------------------|
| SWATOW, SHANGHAI & TIENTSIN | "LUCHOW" | On 9th June, Noon |
| AMOI & SHANGHAI | "TSINAN" | On 10th June, 5 p.m. |
| SHANGHAI | "CHUNGKING" | On 11th June, 5 p.m. |
| SWATOW, TIENTSIN, WEIHAIWEI, CHEFOO & TIENTSIN | "KUEICHOW" | On 12th June, 5 p.m. |
| SHANGHAI | "CHENGDU" | On 13th June, 5 p.m. |
| AMOI, SWATOW & SINGAPORE | "ANTUNG" | On 14th June, 5 p.m. |
| SWATOW, SHANGHAI & TIENTSIN | "SUNNING" | On 14th June, Noon |
| SWATOW & BANGKOK | "KALGAN" | On 14th June, 4 p.m. |
| SWATOW, SHANGHAI & TIENTSIN | "CHENAN" | On 15th June, 5 p.m. |
| AMOI & SHANGHAI | "SINKIANG" | On 16th June, Noon |
| AMOI & SHANGHAI | "TAIYUAN" | On 17th June, 5 p.m. |
| HOIHOW, PAKHOI & HAIPHONG | "KIUNGCHOW" | On 19th June, 2 p.m. |
| SWATOW, TIENTSIN, WEIHAIWEI, CHEFOO & TIENTSIN | "HUICHOW" | On 23rd June, 2 p.m. |
| HOIHOW, PAKHOI & HAIPHONG | "KINGYUAN" | On 3rd July, Noon |

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FIRST CLASS FARE TO SYDNEY, 276 RETURN.

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STRAITERS

CHANGTE 12th June 19th June 20th July 8th July

TAIPING 10th July 17th July 5th Aug. 6th Aug.

CHANGTE 11th Aug. 18th Aug. 25th May 6th Sept.

TAIPING 8th Sept. 15th Sept. 18th Sept. 4th Oct.

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AMSTERDAM, HAMBURG, COPENHAGEN

AND OTHER SCANDINAVIAN

& BALTIC PORTS.

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| OTHER SAILINGS: | SHANGHAI, ETC. | CONTINENT, ETC. |
|-----------------|----------------|-----------------|
| M.S. "Malaya" | 27th June | 2nd July |
| M.S. "Africa" | 30th July | 28th August |
| M.S. "Annam" | 28th August | 28th September |

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

| STATION | Elev. (ft.) | Barometer at Sea Level | Thermometer at Sea Level | Wind | Direction | Force | Rain | Sun | Moon | Phase | Time | Remarks |
|----------------|-------------|------------------------|--------------------------|------|-----------|-------|------|-----|------|-------|------|---------|
| | | | | | | | | | | | | |
| Wladivostok | 12 | 29.88 | 75.0 | NNE | 1 | ... | ... | ... | ... | ... | ... | ... |
| Nemuro | 41 | 29.84 | 70.0 | S | 1 | ... | ... | ... | ... | ... | ... | ... |
| Hakodate | ... | 29.90 | 75.5 | SE | 1 | ... | ... | ... | ... | ... | ... | ... |
| Tokio | ... | 29.90 | 75.5 | SE | 1 | ... | ... | ... | ... | ... | ... | ... |
| Kochi | ... | 29.82 | 75.5 | SE | 2 | ... | ... | ... | ... | ... | ... | ... |
| Nagasaki | ... | 29.82 | 75.5 | SE | 2 | ... | ... | ... | ... | ... | ... | ... |
| Kagoshima | ... | 29.82 | 75.5 | SE | 2 | ... | ... | ... | ... | ... | ... | ... |
| Oshima | ... | 29.82 | 75.5 | SE | 2 | ... | ... | ... | ... | ... | ... | ... |
| Naha | ... | 29.82 | 75.5 | SE | 2 | ... | ... | ... | ... | ... | ... | ... |
| Ishigakijima | ... | 29.82 | 75.5 | SE | 2 | ... | ... | ... | ... | ... | ... | ... |
| Bonin Island | ... | 29.82 | 75.5 | SE | 2 | ... | ... | ... | ... | ... | ... | ... |
| Chefoo | 15 | 29.75 | 75.5 | E | 2 | ... | ... | ... | ... | ... | ... | ... |
| Shanghai | 14 | 29.78 | 75.5 | E | 2 | ... | ... | ... | ... | ... | ... | ... |
| Wanchow | ... | 29.68 | 75.5 | E | 2 | ... | ... | ... | ... | ... | ... | ... |
| Wenchow | ... | 29.68 | 75.5 | E | 2 | ... | ... | ... | ... | ... | ... | ... |
| Amoy | ... | 29.61 | 75.5 | E | 2 | ... | ... | ... | ... | ... | ... | ... |
| Swatow | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Taihou | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Taihou | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Koshu | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Pescadore | ... | 29.56 | 75.0 | W | 3 | ... | ... | ... | ... | ... | ... | ... |
| Hong Kong | 14 | 29.59 | 75.1 | W | 3 | ... | ... | ... | ... | ... | ... | ... |
| Gap Rock | ... | 29.56 | 75.0 | W | 3 | ... | ... | ... | ... | ... | ... | ... |
| Macao | ... | 29.62 | 75.2 | W | 3 | ... | ... | ... | ... | ... | ... | ... |
| Hoihow | ... | 29.59 | 75.1 | W | 3 | ... | ... | ... | ... | ... | ... | ... |
| Prata Island | ... | 29.68 | 75.1 | W | 3 | ... | ... | ... | ... | ... | ... | ... |
| Phu Lien | 15 | 29.61 | 75.0 | W | 3 | ... | ... | ... | ... | ... | ... | ... |
| Tourane | ... | 29.73 | 75.2 | W | 3 | ... | ... | ... | ... | ... | ... | ... |
| Cape St. James | ... | 29.69 | 75.1 | W | 3 | ... | ... | ... | ... | ... | ... | ... |
| Basco | 14 | 29.61 | 75.2 | W | 3 | ... | ... | ... | ... | ... | ... | ... |
| Aparr | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Tuguegarao | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Vigan | ... | 29.71 | 75.4 | W | 3 | ... | ... | ... | ... | ... | ... | ... |
| Manila | ... | 29.68 | 75.4 | W | 3 | ... | ... | ... | ... | ... | ... | ... |
| Legaspi | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Calbayog | ... | 29.71 | 75.4 | W | 3 | ... | ... | ... | ... | ... | ... | ... |
| Tacolban | ... | 29.78 | 75.2 | W | 3 | ... | ... | ... | ... | ... | ... | ... |
| Dalo | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Cebu | ... | 29.71 | 75.1 | W | 3 | ... | ... | ... | ... | ... | ... | ... |
| Surigao | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Saipan | 11.00 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Guam | 12.22 | 29.81 | 75.1 | E | 3 | ... | ... | ... | ... | ... | ... | ... |
| Yap | 11.00 | 29.78 | 75.5 | E | 3 | ... | ... | ... | ... | ... | ... | ... |
| Pelew | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Labuan | 14 | 29.86 | 75.5 | E | 3 | ... | ... | ... | ... | ... | ... | ... |

June 7Z. 14h. 45m.—Warning to Hong Kong, Coast Ports, &c.—Typhoon or depression of unknown intensity within 120 miles of Lat. 27° N. Long. 125° E., moving N.E.
June 8Z. 10h. 15m.—A trough of low pressure extends from Tongking to the east of the Loochoos. The typhoon is about 200 miles E. of Oshima moving N.E. or E.
A feeble anticyclone lies over the lower Yangtze Valley.
Shanghai warning, 8Z. 5h. 55m.—Typhoon of unknown intensity within 120 miles of Lat. 29° N. Long. 138° E., moving E.N.E. Recd. 1d. 9h. 13m.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00" inch. Total since January 1, 26.12 inches, against an average of 27.39 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JUNE 9.

| District | Forecast |
|--------------------------------|--|
| 1.—Shanghai to Turnabout | N. winds; moderate; fair. |
| 2.—Turnabout to Hong Kong | N.E. winds; moderate; fair. |
| 3.—Hong Kong to Gap Rock | N.E. winds; moderate; fine to showery. |
| 4.—Hong Kong to Hainan Straits | Light, variable winds; fair. |
| 5.—North China Sea | None. |

T. F. OLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 8.

Previous On Date On Date

Day at at at

at 4 p.m. 10 a.m. 4 p.m.

Barometer... 29.54 29.70 29.89

Temperature... 87 81 81

Humidity... 67 77 87

Wind... SW W E

Force... 3 1 3

Weather... B C B C

Rain... 0.00 0.0 0.0

Highest open-air Temperature, 7:57

Lowest open-air Temperature, 5:79

B—Blue sky; C—Cloudy; D—

Drizzle; E—Fog; L—Lightning;

M—Mist; O—Overcast; P—Passing

showers; Q—Squalls; R—Rain; T—

Thunder.

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THAT WHEN
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you can get the
HONG KONG
DAILY PRESS
at SELFRIDGES.

HONG KONG TIDE TABLE.

From June 9 to 15, 1931.

High Water—Low Water.

Days of Week

Date of Month

Hong Kong Standard Time

Height

Hong Kong Standard Time

Height

Tues. 9

08 05 4 5

09 52 4 0

Wed. 10

08 34 4 7

11 14 3 6

Thur. 11

08 44 5 0

12 19 2 0

Fri. 12

07 05 5 3

03 45 2 2

Sat. 13

02 25 5 7

14 03 1 6

Sun. 14

07 50 6 2

03 58 2 4

Mon. 15

01 25 5 7

14 45 0 9

08 19 6 8

01 23 2 7

22 20 3 8

15 30 0 4

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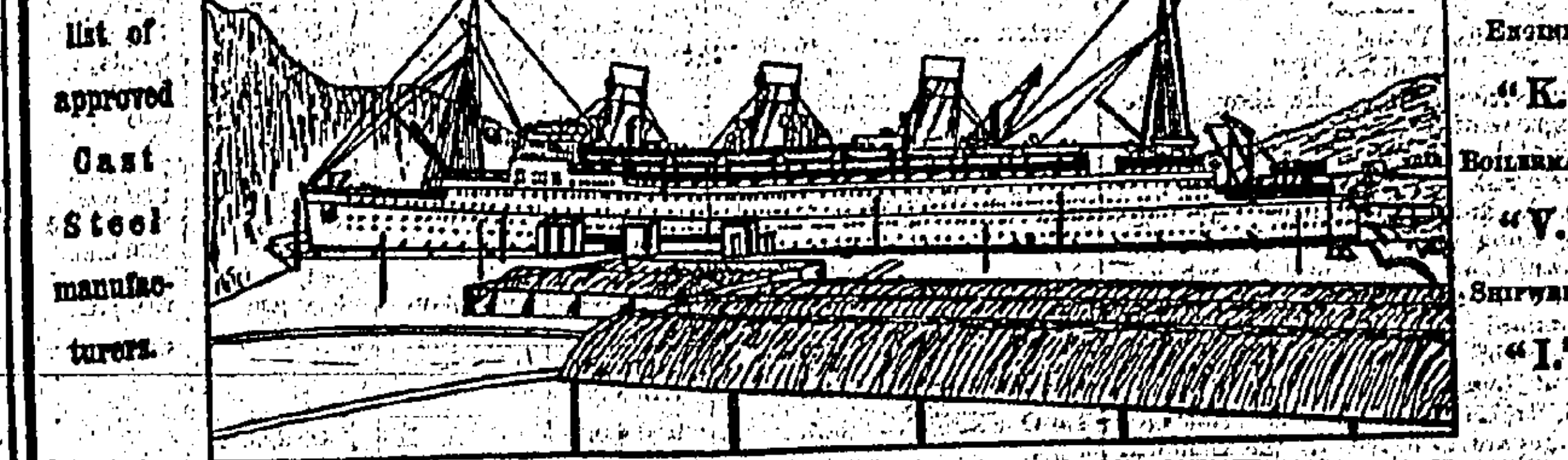
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and Flag Call Signal: T.H.Q.B. Sheerlegs capable of lifting 80 tons.

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CANADIAN PACIFIC

TRAVEL EMPRESS.

The White Empresses are the largest and fastest liners on the Pacific

| Emp. of Canada | June 20 | June 23 | June 25 | June 27 | July 3 | July 8 |
|----------------|----------|----------|----------|----------|----------|----------|
| Emp. of Russia | July 3 | July 6 | July 8 | July 11 | July 17 | July 20 |
| Emp. of Japan | July 18 | July 21 | July 23 | July 25 | July 31 | Aug. 5 |
| Emp. of Asia | July 31 | Aug. 3 | Aug. 6 | Aug. 8 | Aug. 14 | Aug. 17 |
| Emp. of Canada | Aug. 16 | Aug. 18 | Aug. 20 | Aug. 22 | Aug. 28 | Aug. 30 |
| Emp. of Russia | Aug. 26 | Aug. 28 | Sept. 1 | Sept. 3 | Sept. 9 | Sept. 12 |
| Emp. of Japan | Sept. 13 | Sept. 15 | Sept. 17 | Sept. 19 | Sept. 25 | Sept. 28 |
| Emp. of Asia | Sept. 25 | Sept. 28 | Oct. 1 | Oct. 3 | Oct. 9 | Oct. 12 |
| Emp. of Canada | Oct. 10 | Oct. 13 | Oct. 15 | Oct. 17 | Oct. 23 | Oct. 26 |

*Empress of Russia and "Empress of Asia" call at Nagasaki.

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| | |
|----------------------------------|--------------|
| Hong Kong to Nagasaki and Return | ...G\$ 82.50 |
| Hong Kong to Kobe and Return | ...G\$105.00 |
| Hong Kong to Yokohama and Return | ...G\$117.50 |

HONG KONG-MANILA

| | | |
|-------------------|-------------|---------|
| Empress of Canada | ... June 13 | June 16 |
| Empress of Russia | ... June 25 | June 27 |

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CHICHIBU MARU ... Wednesday, 24th June

TATSUTA MARU ... Wednesday, 8th July

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HEIAN MARU ... Tuesday, 30th June

HIKAWA MARU ... Tuesday, 28th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.

KATORI MARU ... Saturday, 18th June

KASHIMA MARU ... Saturday, 27th July

SYDNEY & MELBOURNE via Manila & Port.

ATSUTA MARU ... Saturday, 27th June

KAMO MARU ... Saturday, 25th July

BOMBAY via Singapore, Penang & Colombo.

KAGA MARU ... Thursday, 11th June

HAKODATE MARU ... Thursday, 27th June

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

GINYO MARU ... Tuesday, 30th June

NEW YORK, BOSTON via PANAMA.

TAKETOYO MARU ... Sunday, 14th June

TATSUNO MARU ... Saturday, 4th July

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.

DAKAR MARU ... Monday, 15th June

CALOUTTA via Singapore, Penang & Rangoon.

CALOUTTA MARU ... Monday, 15th June

MORIOKA MARU ... Monday, 29th June

SHANGHAI, KOBE & YOKOHAMA.

HAKONE MARU ... Friday, 12th June

DELAGO MARU ... Thursday, 18th June

KAMO MARU (Nagasaki direct) ... Friday, 18th June

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Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

PORTHOS ... 9th June

CHENONCRAUX ... 23rd June

ATHOS II ... 7th July

DARTAGNAN ... 31st July

ANDRE LEON ... 4th Aug.

FELIX ROUSSEL ... 18th Aug.

G. METZINGER ... 1st Sept.

SPHINX ... 15th Sept.

To YOKOHAMA via Shanghai and Kobe.

ATHOS II ... 9th June

DARTAGNAN ... 23rd June

ANDRE LEON ... 7th July

FELIX ROUSSEL ... 21st July

G. METZINGER ... 4th Aug.

SPHINX ... 18th Aug.

CHENONCRAUX ... 1st Sept.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by mail steamers at Port-Said, or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Genoa, CANNIGLIA, HAMBURG, ROTTERDAM, (Antwerp).

For Full Particulars, apply to—

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Telephone: 10631.

2, QUEEN'S BUILDING.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 9,000 TONS; THROUGH CARGO 21,400 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

| | Cargo for | Through |
|-------------------------------|-----------|--------------|
| British | H.K. | Porta. |
| Foehling, Swatow | 994 | 1,323 |
| Cheongching, Canton | — | 600 |
| Glenapp, Singapore | 1,750 | 6,120 |
| Perim, Singapore | 1,150 | 6,500 |
| Tsinan, Amoy | 310 | 125 |
| Suiyang, Canton | 15 | — |
| Linan, Canton | — | 210 |
| Dutch, Tjialak, Amoy | — | 3,010-15,780 |
| French, Song Bo, Canton | — | 1,170 |
| Norwegian, Helios, Swatow | 1,400 | — |
| Graciosa, Saigon | 3,000 | — |
| Japanese, Penang Maru, Sakito | 1,047 | 3,246 |
| Sungshan Maru, Swatow | 176 | 773 |
| Chinese, Eng Lee, Canton | — | 1,223-4,019 |
| Cheung On, Shanmei | 41 | — |
| Tak King, Autow | 64 | — |
| Total | 6,847 | 21,413 |

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

| | Arr. | Dep. |
|-----------|------|------|
| British | 7 | 6 |
| Dutch | 1 | 0 |
| French | 1 | 0 |
| Norwegian | 2 | 2 |
| Japanese | 2 | 3 |
| Chinese | 3 | 0 |
| American | 0 | 1 |
| Total | 16 | 14 |

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

| | |
|---|-------|
| Tsinan (British) Shanghai, | 139 |
| Amoy | — |
| Tjialak (Dutch) Shanghai, | 563 |
| Amoy | — |
| Song Bo (French) Canton, | 158 |
| Helios (Norwegian) Bangkok, Swatow | 87 |
| Sungshan Maru (Japanese) Shanghai, Swatow | 133 |
| Total | 1,063 |

SHIPS IN HARBOUR.

The following merchant vessels were in port yesterday:—

Wharves:—Kowloon: Penang Maru, Glenapp; Jardine Matheson's: Foehling; Osaka Shosen Kaisha: Canton Maru; Douglas LaPrank: Hanching; Chiu On: Hydrangos.
Docks:—Kowloon: Helios, Limchow; Takoo: Lauchow, Menado Maru; Ninghai; Cosmopolitana; Koronika.
Buoy:—A1 Taiyo Maru, A2 Tjibadak, A3 Kutsang, A4 Sourabaya Maru, A6 Havelland, A9 Song Bo, A10 Kelgan, A11 Melville Dollar, B1 Cheongching, B2 Hongkong, B3 Linan, B8 Helios, B15 Suiyang, B10 Graciosa, B17 Hallador, B18 Eng Lee, B19 Apooey, B20 Tsinan, B21 Helios, B23 Bueland, B24 Kuichow, B25 Kinsen Maru, C1 Marly, C2 Haidis, C3 Tchekam, C6 Tonkin.

ARRIVALS.

June 7.

Glenapp, British str., 3,977 tons, Capt. T. P. Ingram, from Singapore, Kowloon Wharf.—J. M. & Co.

Penang Maru, Japanese str., 3,230 tons, Capt. Y. Iida, from Sakito, Kowloon Wharf.—N.Y.K.

Perim, British str., 4,770 tons, Capt. A. E. Salway, from London via Singapore, Stonecutters Anchorage.—M. M. & Co.

Tasculna, British str., 4,052 tons, Capt. P. W. Trot, from Los Angeles, Lanchow Anchorage.—Standard Oil Co.

Tsinan, British str., 2,100 tons, Capt. W. Shaw, from Shanghai, buoy No. B20.—B. & S.

June 8.

Automedon, British str., 4,782 tons, Capt. B. Cuddey, from Singapore, Holt's Wharf.—B. & S.

City of Bombay, British str., 3,354 tons, Capt. C. Brown, from Manila, Holt's Wharf.—Bank Line.

Havelland, German str., 3,838 tons, Capt. Vogde, from Shanghai, buoy No. A6.—Jensen & Co.

Hopang, British str., 1,350 tons, Capt. P. R. Gay Cuming, from Canton, buoy No. B2.—J. M. & Co.

Linan, British str., 1,358 tons, Capt. J. Layton, from Canton, buoy No. B3.—B. & S.

Marly, Norwegian str., 607 tons, Capt. Hloeland, from Bangkok, buoy No. O1.—Waller & Co.

Song Bo, French str., 720 tons, Capt. Le Chevalier, from Canton, buoy No. A9.—Sing Kee.

Suiyang, British str., 1,504 tons, Capt. J. Robinson, from Canton, buoy No. B15.—B. & S.

Sourabaya Maru, Japanese str., 4,813 tons, Capt. A. Iezey, from Tawo, N.B., buoy No. A4.—O.S.K.

Wing Lee, Portuguese str., 650 tons, Capt. J. E. Harvey, from K. O. Wan, buoy No. C4.—Wo Hop & Co.

ATLANTIC LINER'S RECORD

"TURN ROUND."

London, May 18.—The United States liner Leviathan sails from Southampton at 10.30 this morning after a stay of only 22 hours in port. This is claimed to be the fastest "turn round" ever made at Southampton by a monster liner. The purpose is to take advantage of the American tourist invasion of Europe that is now beginning.

SALVAGE SHIP MYSTERY.

SAILING UNDER SEALED ORDERS.

Sunderland, May 10.—The Sunderland salvage vessel, Reclaimer, may sail this week, perhaps to-day, under sealed orders it is believed, on a mission that is being kept a close secret.

The Reclaimer is bunkered, but not provisioned, and those members of the crew who have been signed up in complete darkness as to their task. A rumour that the vessel is to join in salvage work on the wreck of the P. and O. liner Egypt, off Ushant, was denied by the principal of the firm of Messrs. Lindsey, Swan and Hunter, the owners of the Reclaimer. He declined to make a statement, except that he might sail this week, but added that he was unable to divulge her destination, as secrecy was insisted upon by a clause in the contract.

The Reclaimer had been reconditioned and a considerable amount of new machinery has been fitted within recent months. In view of the secrecy as to possible destination, it is felt on the river-side that the Egypt may not be the objective, but another wreck in the English Channel in which a Government department is interested. No confirmation of this, however, can be obtained.

The Reclaimer has undertaken many salvage tasks around the British coast and in foreign waters. The liner Egypt, which sank off Ushant in May, 1922, with the loss of 87 lives, after collision with a French steamer, had in her strong room bullion valued at over £1,000,000. There have been numerous attempts to recover this.

Italian salvors located the wreck last August at a depth of 400 feet, and operations have been proceeding since. One of the salvage ships, Artiglio, was blown up near Brest last December with the loss of 12 lives. Her place has been taken by a French vessel which has been renamed Artiglio.

CLEARANCES.

June 8.

Automedon, for Shanghai. Cheongching, for Swatow. Glenapp, for Shanghai. Havelland, for Manila. Hydrangos, for Swatow. Koronika, for Hongkong. Kutsang, for Singapore. Linan, for Dairen. Melville Dollar, for Seattle. Penang Maru, for Singapore. Perim, for Canton. Tsinan, for Canton. Taiyo Maru, for Shanghai. Tjibadak, for Hongkong. Tonkin, for Haiphong. Wing Wo, for K. C. Wan.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND), MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BUKA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL, PENINSULAR DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

| Steamship | Tons | From Hongkong (about) | Destination |
|--------------|--------|-----------------------|--|
| "BANPURA" | 17,000 | 20th June | Bombay, Marseilles & London. |
| "KASHGAR" | 9,600 | 4th July | Mars. L'don, B'dm. & A'warp. |
| "RAWALPINDI" | 17,000 | 18th July | Bombay, Marseilles & London. |
| "PEBIM" | 7,700 | 25th July | Marseilles, Havre & London. |
| "KHAYBER" | 9,000 | 1st Aug. | Mars. L'don, B'dm. & A'warp. |
| "KOMALI" | 6,800 | 8th Aug. | Mars. Havre, L'don, Hull, B'g. B'dm. & A'warp. |
| "RAJPUTANA" | 17,000 | 15th Aug. | Bombay, Marseilles & London. |
| "PADUA" | 6,000 | 22nd Aug. | Mars. Havre, L'don, Hull, B'g. B'dm. & A'warp. |
| "KARMALA" | 9,000 | 29th Aug. | Marseilles & London. |
| "CATHAY" | 15,000 | 12th Sept. | Bombay, Marseilles & London. |
| "SOUDAN" | 6,800 | 19th Sept. | Mars. Havre, L'don, Hull, B'g. B'dm. & A'warp. |
| "KALYAN" | 9,000 | 26th Sept. | Marseilles & London. |
| "MANTUA" | 11,000 | 10th Oct. | Mars. Havre, L'don, Hull, B'g. B'dm. & A'warp. |
| "BURDWAN" | — | 17th Oct. | Mars. Havre, L'don, Hull, B'g. B'dm. & A'warp. |
| "KASHMIR" | 9,600 | 24th Oct. | Marseilles & London. |
| "NALDERA" | 16,000 | 7th Nov. | Bombay, Marseilles & London. |
| "MACEDONIA" | 11,000 | 21st Nov. | Marseilles & London. |

* Cargo only. † Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APOAR SAILINGS

| | | | |
|------------|--------|-----------|------------------------------|
| "GANTHA" | 8,000 | 17th June | Singapore, Penang & Calcutta |
| "TALMA" | 10,000 | 29th June | do. |
| "TAKADA" | 7,000 | 7th July | do. |
| "SIRDHANA" | 8,000 | 26th July | do. |

* Calls Port Swettenham.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

| | | | |
|--------------|-------|-----------|--|
| "ST. ALBANS" | 5,000 | 3rd July | Manila, Batavia, Brisbane, Sydney and Melbourne. |
| "NELLORE" | 7,000 | 1st Aug. | do. |
| "TANDA" | 7,000 | 21st Aug. | do. |

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

| | | | |
|------------------|--------|------------------|-----------------------------------|
| == PERIM == | 7,700 | 5th June, 5 p.m. | S'hai, Kobe & Yokohama. |
| == MIRZAPUR == | 8,700 | 10th June | Shanghai, Moji & Kobe. |
| == PADUA == | 6,000 | 18th June | Moji, Kobe & Yokohama. |
| == TAKADA == | 7,000 | 18th June | Amoy, Moji, Kobe & Osaka. |
| == RAWALPINDI == | 17,000 | 18th June | S'hai, Kobe & Yokohama. |
| == KOMALI == | 6,800 | 24th June | do. |
| == SHIDHANA == | 9,000 | 3rd July | Amoy, Moji, Kobe & Osaka. |
| == KHYBER == | 9,000 | 2nd July | S'hai, Moji, Kobe & Yokohama. |
| == NELLORE == | 7,000 | 6th July | S'hai, Moji, Kobe, Osaka & Y'ham. |
| == TILAWA == | 10,000 | 17th July | Amoy, Moji, Kobe & Osaka. |
| == RAJPUTANA == | 17,000 | 17th July | S'hai, Kobe & Yokohama. |
| == GANTHA == | 8,000 | 31st July | Amoy, Moji, Kobe & Osaka. |
| == KARMALA == | 9,000 | 31st July | S'hai, Moji, Kobe & Yokohama. |
| == TANDA == | 7,000 | 7th Aug. | S'hai, Moji, Kobe, Osaka & Y'ham. |
| == SOUDAN == | 6,800 | 8th Aug. | Shanghai, Kobe & Yokohama. |
| == CATHAY == | 15,000 | 14th Aug. | do. |
| == TALMA == | 10,000 | 14th Aug. | Amoy, Moji, Kobe & Osaka. |
| == KALYAN == | 9,000 | 24th Aug. | Shanghai, Kobe & Yokohama. |
| == KALAN == | 7,000 | 28th Aug. | S'hai, Moji, Kobe & Yokohama. |
| == TAKADA == | 7,000 | 28th Aug. | Amoy, Moji, Kobe & Osaka. |
| == MANTUA == | 11,000 | 11th Sept. | S'hai, Moji, Kobe & Yokohama. |
| == KASHMIR == | 9,000 | 26th Sept. | do. |
| == NALDERA == | 16,000 | 10th Oct. | S'hai, Kobe & Yokohama. |
| == MACEDONIA == | 11,000 | 24th Oct. | Shanghai, Moji, Kobe & Y'ham. |
| == RAJPUTANA == | 17,000 | 7th Nov. | S'hai, Kobe & Yokohama. |

